

Phone C. 22
FOR
CLASSIFIED
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET.—Fully furnished with servants for six months from 1st June, No. 191, The Peak, Mount Kellet, 5-roomed concrete House. All modern conveniences. Rain proof. Apply:—Hastings, Dennis & Bowley, 8, Des Voeux Road Central.

TO RENT.—To Gentlemen, 2 large Rooms with Bath, Geyser and Verandah to each, at 7, Middle Road, Kowloon.

TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

FOR SALE.

FOR SALE.—One Brass "Hung Ming" Pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates.

Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor.

Terms moderate.

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London, in healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local),
(Camb. Teachers' Diploma).

MISS GERTRUDE TURNER
(National Frodel Higher
Certificate).

HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island.	Feet.
Victoria Peak	1,823
Signal Station	1,774
Mt. Parker	1,734
Mountain Lodge	1,725
The Eye	1,725
Peak Hotel	1,305
Tai Kok Sanatorium	1,000
Mt. Davis	877
Bowen Rd. (filterbeds)	297
Mainland.	
Taimoan	8124
Kowloon Peak	1,971

A REAL BARGAIN.

THE OLD ORIGINAL

CHEFOO STAMPS

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519
c/o "China Mail"

NOTICES.

MACAO RACES.
MACAO RACES.
MACAO RACES.

Seventh Extra Race Meeting.
SUNDAY, 15th April, 1928.
First Race 1.15 p.m.

Publie Enclosure . . . 40 cents.
Members' Enclosure . . . \$2.00

RACE STEAMERS:
Special reduced Saloon Fares
\$5.00 return.

From Hong Kong Wharf.
S.S. "TAISHAN" 8.30 a.m.
Returning from Macao at 5.30 p.m.
From Wing Lok St. Wharf.
S.S. "SUI AN" 9.30 a.m. Returning from Macao at 3.30 p.m.

By Order,
S. W. CHENG,
Secretary.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FIFTIETH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder Street, on TUESDAY, 24th April, 1928, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 24th April, 1928, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hong Kong, 12th April, 1928.

THE BELGIANS.

KING ALBERT'S HOLIDAY.

TRAVELS BY AIR.

Brussels, March 10.
The King of the Belgians, who is a sportsman and mountaineer, as well as a keen airman, is setting a new fashion by taking his Court by air to visit Copenhagen. Accompanied by the Queen, their second son Charles, and their daughter, the Princess Marie Jose, four officers of the household, and the Queen's lady in waiting, he will do the journey of 500 miles in one stage on April 10.

Pilot Severely Injured.

Adelaide, March 11.
Flight Lieutenant McIntyre, official instructor to the South Australian section of the Australian Aero Club, met with an accident at the Parafield Aerodrome this afternoon, and sustained severe fractures of both legs.

Prior to the accident he had undertaken several passenger flights in Moth plane in which a number of ladies participated.

After an inspection of his machine he went up at 4.20 on a solo stunt flight. He performed several evolutions, including looping-the-loop. When about 200 feet from the ground he began a nose dive and started the engine again with the intention of flattening out, but the engine made a splutter and then cut out. The plane struck the ground and was badly damaged. McIntyre was dragged from the wreckage and taken to a private hospital at North Adelaide, where his condition to-night was reported to be grave.

WEALTHY MOTOR CO.

ASSETS EXCEED £200,000,000.

New York, March 7.
The General Motors' Corporation's annual report reveals that the company possesses assets exceeding 1,000,000,000 dollars (£200,000,000).

This is the first instance of an automobile manufacturing company reporting such assets, although Mr. Henry Ford has long been worth over 1,000,000,000 dollars in the opinion of financiers.

A MILLIONAIRE.

SHOE MANUFACTURER'S YOUNG HEIR.

New York, March 6.
A five-year-old boy joined the ranks of the American millionaires when the will of his father—Mortimer Coward, shoe manufacturer, who died abroad a few days ago—was published to-day, leaving the youngster between 2,000,000 and 3,000,000 dollars outright, out of the 4,000,000 dollars estate, and the remainder upon the death of the widow.

NICARAGUA.

AMERICAN TROOPS TO REMAIN.

Washington, March 7.
The foreign relations of the Senate has voted unanimously in favour of continuing the marine occupation of Nicaragua, in opposition to a resolution moved by Senator Heflin to withdraw the forces.

Senator Borah said, "Speaking for myself, I want to see us get out of Nicaragua and stay out, but I know no way to do so decently except with justice to all parties except to hold an election."

EARTHQUAKE.

SHORT BUT SEVERE SHOCKS IN SICILY.

Messina (Sicily), Mar. 7.
The severest earthquake since the disaster of 1908 occurred to-day, but only lasted ten seconds. So far no loss of life has been reported, but there was big panic, the populace rushing fear-stricken into the streets. Many are camping in the open. Fortunately buildings built since the 1908 earthquake generally have withstood the shocks, but the damage was considerable in some towns.

LADIES!

WHY SHOULD YOU BE EMBARRASSED BY

PIMPLES.

Pimples and all skin diseases are easily cured by Poo On Chinese Herb treatment.

POO ON CHINESE HERBS CO.

66, Queen's Road Central.

THE SINGLE MIND.

CLAIMED TO BE MORE CREATIVE.

ART BLENDING.

Brussels, March 10.
"Did you ever see a masterpiece painted by a group?" is the response of F. E. Moskovics, president of the Stutz Motor Car Company, to the question: "Why is the automobile manufacturer with a comparatively small production in a better position to conceive and use advancements in engineering and construction?"

"Although we at times hear it said that bigness in manufacturing is a virtue and that the future will see better automobiles because of mass-minded engineering and production, I am sure that there is very little validity in the seemingly rather plausible argument," continues the Stutz president.

"When all is said and done, a truly great automobile must always be the product of a generous amount of technical knowledge, a large amount of intelligent experience, and especially a vast amount of creative ability. Of course knowledge and experience are important factors in motor car construction. But it is obvious that almost anyone with an aptitude for hard work and the tenacious desire to dig for facts and figures can master the 'know how.' Mass thinking helps there. It furnishes the frame work for the structure. But when it comes to the actual creating, to the artful blending of the genius of brains and the judgment of experience, that's another matter. The individual thinker is there supreme. And he is likely to go much farther alone, unhampered by the mass mind. Genius in art, literature, science, business—in any channel of activity—chafes under restraint. And could it be possible that genius in engineering would do otherwise? Most certainly not! If bound by conventional practice, or if restrained in any way, it would cease to create."

Mr. Moskovics emphatically declares.

"There are some things which an organization can do better than the individual. But there are many things which an individual can do much better than an organization. It is, when we delegate to one the work that rightly belongs, by its very nature, to the other, that trouble follows. Individual effort could never have dug the Panama ditch, nor can organised effort ever successfully create those things, the very life of which depends upon the creative impulse. There must be a supreme deciding unit knowing how to use skilfully the best that the mass mind has produced.

Verily, too many cooks always ruin the soup.

"When you have fifty contending ideas, fifty creative brains tugging in fifty different directions, the result will be exactly what such mass thinking usually is—chaos. Each will fight for his own pet ideas."

And the bigger he is the greater will be his fight. And when the inevitable compromise comes as eventually it must come, or no car will ever be built, it will be just that—a compromise.

"Did you ever hear of a great creative work made by a crowd?" inquires that auto builder. "Did you ever see a masterpiece painted by a group? Have you ever looked at a magnificent achievement in architecture that was conceived by sheer number? It is not in the nature of the universe that out of jealousy, contentions and strife-for-place can come any amount of real creative work."

Compromises are always weaklings. America, by this time, ought to have learned one lesson—that organizations, over large, whatever their apparent advantages may be, are always handicapped in creative endeavour.

They are too heavy and too cumbersome. The cannot readjust themselves speedily enough to maintain the pace throughout the long race for constant betterment.

"And mak' you this," he continues, "the great achievements in our own field of endeavour, the automotive have come, almost without exception, from the individual and not the collective mind. Here is a list: Maybach, German master of them all, lone worker who is the real father of the modern automobile; Lancaster, the inventor of the worm drive and other outstanding advancements; Renault, who developed the cardan shaft; Royce of England; Angelli of Italy; Bugatti of France; the list might be made tremulously long if included therein were the names that have been associated with individual contributions of high import in America.

"Every great invention is sure to be, as Emerson has said of every great institution, 'the lengthening shadow of some great man.' The one most conspicuous success in our own industry, the one-man-dominated Ford industry, has never been handicapped by a multiplicity of, deciding minds."

"Now, it may well be asked,

"But isn't there an advantage in the technical mass of knowledge

The funniest war comedy ever shown here!

WILLIAM FOX presents

The GAY RETREAT

A Comedy Classic of War Days and Passion Nights

with TED McNAMARA and SAMMY COHEN

THE COMEDY TEAM OF "WHAT PRICE GLORY"

Story by William Conselman and Edward Marshall

Adapted by Murray Ruth and Edward Marion

BEN STOLOFF Production

WITH the possible exception of "Shoulder Arms," the funniest war comedy ever shown in Hong Kong!

The two comics of "What Price Glory" in their own superbly funny production!

Laughter—Thrills—Suspense!

QUEEN'S

WEDNESDAY TO SATURDAY

Usual Times And Prices.

WHY YOU HAVE INDIGESTION.

SIR ALAN COBHAM'S PROGRESS.

FORTY LANDINGS.

Capetown, March 6.

A message from Beira (Portuguese East Africa) states that Sir Alan Cobham, who is making a 20,000 miles survey flight around the continent in an all-metal flying boat, left to-day for Lourenco Marques. The flying boat rode out an eight hours' storm at Beira. The airmen explain that the delay in the progress of the flight has been due to his having made 40 landings where the mooring requirements were unknown. He says that future trips will be as easy as the Cairo to the Cape land route and the crossing overland from Durban.

The Admiralty is arranging for a mooring at Simon's Town.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:

Crossley, U.S.S. "Ashville," from St. Louis, Mo.

Leebros, from Singapore.

The Fergusons, Union Church, Kowloon, from Toronto, Ont.

Gordon Macmillan, from London.

Chinexplore, from Calcutta.

E. A. LEGGATT, Superintendent.

Hong Kong, 12th April, 1928.

THE GREAT NORTHERN TELEGRAPH CO. LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Fujibun, from Osaka.

Murray Wandulay, from Shanghai.

Skae Dollar, from Williams Port.

E. V. JESSEN, Superintendent.

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.
S.S. "BOLTON CASTLE" ... Sails hence on or about 27th April.

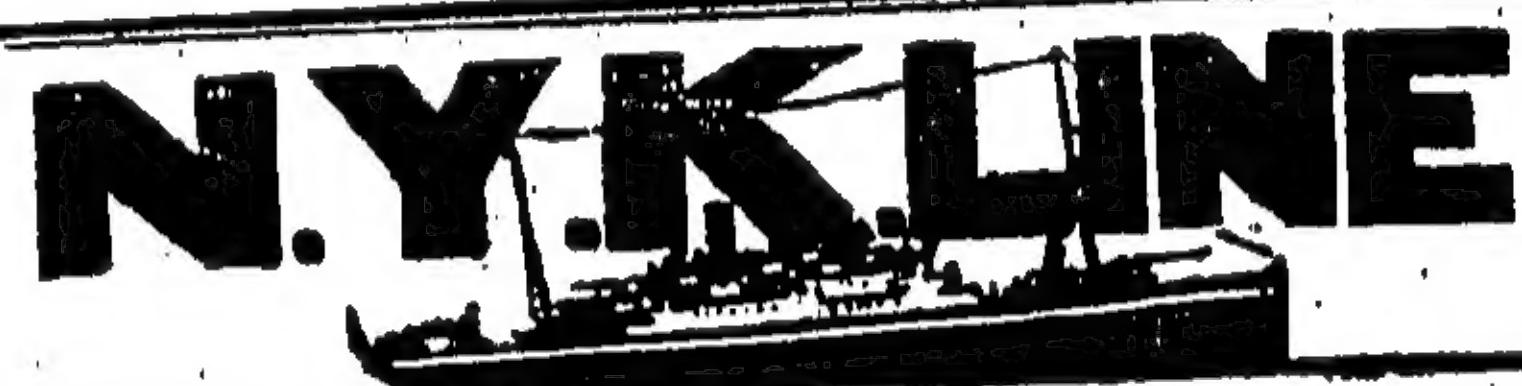
LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOUL.
From Hong Kong.M/V "REMO" Sails on or about 26th April.
M/V "VIMINALE" Sails on or about 24th May.
M/V "ESQUILLINO" Sails on or about 21st June.HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.S.S. "VENEZIA" Sails on or about 1st May.
M/V "REMO" Sails on or about 29th May.
M/V "VIMINALE" Sails on or about 26th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMVOLOSI" Sails from Calcutta 3rd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
telephone Central 1030.THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU Wednesday, 18th April.

SHINYO MARU Tuesday, 1st May.

*Calls Kielung.

LONDON via Singapore, Suez, Marseilles & Ports.

SUWA MARU Saturday, 21st April.

FUSHIMI MARU Saturday, 5th May.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th April.

BOMBAY via Singapore, Penang, & Colombo.

† HAKODATE MARU (Omits Penang) Tuesday, 17th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

HOKUYO MARU Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Thursday, 10th May.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Friday, 20th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU Tuesday, 15th May.

CALCUTTA via Singapore, Penang & Rangoon.

† MALACCA MARU Friday, 29th April.

NAGASAKI, KURE & YOKOHAMA.

MISHIMA MARU Friday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU Monday, 16th April.

† TSUSHIMA MARU Friday, 20th April.

† YAMAGATA MARU (Moji direct) Friday, 20th April.

† MOJI MARU Saturday, 21st April.

† MURORAN MARU (Moji direct) Saturday, 21st April.

*Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

For Shanghai and Japan

ATHOS II 24th Apr.
D'ARTAGNAN 8th May.
G. METZINGER 22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North
China

CAPT. FAURE (Cargo) 24th Apr.

For full particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

3, QUEEN'S BUILDING.

SHIPPING SECTION.



THE CLAN LINE.

FIRST MOTORSHIP OF THE
FLEET.

THE "MACDONALD."

In choosing the name "Clan Macdonald" for the first motorship that is being added to the Clan fleet Messrs. Cayzer, Irvine and Co. have had a very happy inspiration, for both of the two former ships that have borne the name have been well worthy of attention, and have been mostly satisfactory vessels from the owners' point of view. The first "Clan Macdonald" was built in 1882, and was an iron single-screw ship of 2,650 tons, with compound engines, driving her at a speed of 12 knots. She was then considered to be a most up-to-date cargo carrier. She was a most satisfactory dividend earner, particularly on the Indian trade, but the requirements of the Clan Line soon grew out of such small tonnage, and in February, 1897, she was sold to Newcastle-on-Tyne, where she was built, on February 2 under the command of Captain A. V. Radcliffe. Her Gross Tonnage is 7,108 tons, and 4,655 tons net, while she has a sea speed of 14 knots.

As already announced, the "Ellerman" Lines have constructed three experimental vessels of the same size, and speed, with a view to determining whether reciprocating steam engines, turbine steam engines or Diesel Oil engines provide the most economical means of marine propulsion. The "City of Roubaix," which left Newcastle-on-Tyne, where she was built, on February 2 under the command of Captain A. V. Radcliffe. Her Gross Tonnage is 7,108 tons, and 4,655 tons net, while she has a sea speed of 14 knots.

Arrested for Debt.

She had just finished discharging a cargo of grain at Cork, and was under orders to proceed to Delaware again, when the Marshal of the High Court of Admiralty arrested her for a debt of £610 incurred in Hull, and left a bailiff on board, the usual blistar being attached to the mast. When the captain arrived back on board he was furious, and immediately gave orders to cast off the hawsers. The unhappy bailiff could do no more than despatch a messenger to Queenstown to beg the assistance of the naval authorities there, and in the meanwhile the river pilot who was on board refused to handle the vessel. So the captain took her out himself, but she went ashore near Haulbowline, where she stayed for nearly two hours, until she was refloated on the flood tide. When she came off it was seen that a naval launch from Queenstown was in pursuit, but the captain took not the least notice, and soon left her hull down astern, much to the delight of the cheering crowd who lined the wharf at Queenstown. After that it was not altogether surprising that she was transferred to new owner and retransferred in 1899, 1900, and 1904, when she settled down for a spell under the flag of a firm in Nova Scotia, who gave her new boilers in the same year. After tramping all over the seven seas she was sold in 1916 to the Overseas Shipping Company, but they did not retain ownership for very long, for she was intercepted by a German submarine near the Bishop Rock on the 1st of December, 1916, and after the crew had been given time to leave in

NEW ARRIVAL.

EXPERIMENTAL CARGO
STEAMER.

AN ELLERMANN SHIP.

The second of the three experimental high speed cargo liners for the "Ellerman" Lines arrived on Thursday last. This is the "City of Roubaix," which left Newcastle-on-Tyne, where she was built, on February 2 under the command of Captain A. V. Radcliffe. Her Gross Tonnage is 7,108 tons, and 4,655 tons net, while she has a sea speed of 14 knots.

In connection with this announcement it is learned that men employed in a section of the works which have been idle for years—the Siemens furnaces—met to consider the offer, and unanimously agreed to accept the conditions, intimating that they were prepared to start at once.

The men decided to refer one point in the terms with which they were not in entire agreement to arbitration, and asked Sir Frederick Mills himself to act as arbitrator.

LONGER HOURS.

WORKERS ACCEPT OFFER OF
THEIR EMPLOYER.

INTERESTING PACT.

Sir Frederick Mills, chairman of the Ebwy Vale Iron and Coal Company, stated recently that during the past few weeks he had met certain sections of his workpeople and asked them to agree to "an enlargement of their working week," and he was delighted to say that these men had been patriotic enough to their fellow-workmen to agree to that. He had not asked for a reduction of wages or a general extension of hours.

In connection with this announcement it is learned that men employed in a section of the works which have been idle for years—the Siemens furnaces—met to consider the offer, and unanimously agreed to accept the conditions, intimating that they were prepared to start at once.

The men decided to refer one point in the terms with which they were not in entire agreement to arbitration, and asked Sir Frederick Mills himself to act as arbitrator.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1928.

	Hong Kong	Shai	Kobe	Yahama	V'ver
Leave	Leave	Leave	Leave	Leave	Arrive
Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6	June 16
May 30	June 2	June 5	June 8	June 17	June 30
June 13	June 16	June 19	June 21	July 10	July 21
July 18	July 21	July 24	July 26	Aug. 4	Aug. 25
Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15	Sept. 29
Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29	

(E/Asia and E/Russia call at Nagasaki the day after departure from Shai)

SPECIAL FARES TO EUROPE

£120 £112 £133

See Canada's Wonders—The Canadian Pacific Rockies
"Lofty Lake Louise—Banff the beautiful."
The "Trans-Canada Limited" and other daily through
Express trains. Stopovers allowed anywhere en route.
Atlantic sailings from Montreal and Quebec every few days to
Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG HONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Apr. 27	May 5	May 26	May 28

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

AMUR MARU Friday, 11th May.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Salgon, Singapore, Colombo, Durban & Cape Town.

LA PLATA MARU Friday, 27th April.

SANTOS MARU Friday, 25th May.

BOMBAY—via Singapore and Colombo.

BORNEO MARU (Calls at Penang) Thursday, 10th April.

HONOLULU MARU Friday, 4th May.

SUMATRA MARU (Calls at Penang) Saturday, 19th May.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—via Singapore and Colombo.

MEXICO MARU Thursday, 3rd May.

CALCUTTA—via Singapore, Penang and Rangoon.

SEATTLE MARU Friday, 27th April.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports.

LONDON MARU (from Shanghai) Monday, 30th April.

ALABAMA MARU (from Shanghai) Thursday, 10th May.

HAIPHONG—via HOIHOW & PAKHOI.

MANADO MARU Tuesday, 18th April.

NEW YORK—via Japan ports, San Francisco & Panam.

HAGUE MARU Thursday, 26th April.

JAPAN PORTS Friday, 13th April.

SHINNOH MARU Tuesday, 17th April.

ANDES MARU KERIUNG via SWATOW & AMOY.

KISHU MARU Sunday, 15th April 10 a.m.

HOZAN MARU Sunday, 22nd April 11 a.m.

TAKAO—via SWATOW & AMOY.

DELI MARU Thursday, 10th April 10 a.m.

TAKAO & KE

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

B. S.	Tons	From Hongkong Aboard	Destination
MAGPORE	5,283	21st Apr.	Marselles & London
MOREA	10,953	28th Apr.	Bombay, Marselles & London
LAHORE	5,252	7th May	Marselles & London
KASHGAR	9,605	12th May	Marselles, London & Antwerp
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi
MALWA	10,986	28th May	Bombay, Marselles & London
TALIPORE	5,273	31st May	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June	Marselles, London & Hull
DELTA	8,097	9th June	Marselles, London & Antwerp
RANPUR	16,601	23rd June	Bombay, Marselles & London
NOVARA	6,989	30th June	Marselles & London
KHYBER	9,114	7th July	Marselles, London, Antwerp & Hull
RAWALPINDI	10,619	21st July	Bombay, Marselles & London
NANKIN	7,058	28th July	Marselles & London
KASHMIR	8,085	4th Aug.	Marselles, London & Antwerp
RAJPUTANA	10,568	18th Aug.	Bombay, Marselles & London
KALYAN	9,144	1st Sept.	Marselles, London & Antwerp

*Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,940	24th Apr.	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd May	Singapore, Penang & Calcutta
TALMA	10,000	26th May	Singapore, Penang & Calcutta

R. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island,
TANDA	6,056	1st June	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	29th June	Melbourne.
ARAFURA	6,000	3rd Aug.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Nello, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

JEYPORE	5,318	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	20th Apr.	Shanghai, Moji & Kobe
HATIPARA	7,764	25th Apr.	Moji, Kobe & Osaka
MALWA	10,985	27th Apr.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd May	Anoy, Shui, Moji, Kobe & Osaka
TALIPORE	5,273	3rd May	Moji & Kobe.
TAKIWA	7,036	7th May	Anoy, Moji, Kobe, Osaka & Yhama.
TANDA	6,056	8th May	Moji, Kobe, Osaka & Yokohama.
NOVARA	6,989	8th May	Shanghai, Moji & Yokohama
DEVANHA	8,155	11th May	Shanghai, Kobe & Osaka.
DELTA	8,097	11th May	Shanghai, Moji, Kobe & Yokohama.
RANPUR	16,601	25th May	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,058	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th June	Moji, Kobe, Osaka & Yokohama.
KHYBER	9,114	7th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	10,619	22nd June	Shanghai, Moji, Kobe & Yokohama.
TAELIPORE	6,853	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,085	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	10,568	20th July	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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SAILINGS FROM HONG KONG.

SS. "CITY OF DUNKIRK" ... Via Suez Canal 17th Apr.

SS. "CITY OF EASTBOURNE" ... Via Suez Canal 18th May.

SS. "CITY OF NEWCASTLE" ... Via Suez Canal 19th May.

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MARINERS ALL.

COMRADESHIP AMONG THE MASTERS.

UNIQUE DEPARTURE.

Southampton.—A Cachalot, a species of whale, will be the name applied to members of the Southampton Master Mariners' Club, the sub-title of "The Cachalots" having been decided upon at a meeting of the committee, held at the offices of the Royal Mail Steam Packet Company. The gathering was a representative and enthusiastic one, and the proposals put forward by the executive committee were such as to ensure that the club shall strike a distinctive note in its purpose of fostering and maintaining locally, social and professional comradeship among master mariners.

It was for instance decided to depart from the stereotyped custom of electing officers under such names as chairman, vice-chairman and the like, and to impart a nautical note in the titles of the leading officials. The chairman will therefore be known as the captain, his deputies as staff-captains, one of whom will be a shore member and the other seagoing. The committee members will be known as harpooneers and the ordinary members as Cachalots. The honorary secretary will rejoice under the title of boat-steerer, after the principal member of a whaling crew who naturally undertakes the responsibility of steersman, and the honorary treasurer will be the storekeeper.

"Stowaways."

The membership of the club will be rigidly confined to master mariners holding a valid foreign-going master's certificate, but in the event of the election of persons whose national status or service in the opinion of the committee renders them desirable as honorary members, they will be dubbed stowaways. This term is also particularly appropriate, for in the same manner that stowaways in a ship have no right to be there, so will laymen have no right to belong to the Master Mariners' Club. The only two non-seafaring members will be the honorary chaplain and the honorary recorder.

At the meeting it was decided that the club should be essentially non-political, and that it should commence its activities as a luncheon club. Several meeting places were considered, but it was finally decided that the South Western Hotel should be the rendezvous, and that the weekly luncheon days should be on alternate Mondays and Thursdays. It was agreed, however, that a table should be reserved daily for the use of members, thereby always furnishing them with an opportunity of meeting. A communication from the manager of the hotel stated that when the extensions now taking place were finished, he hoped to be in position to offer them a captain's room similar in character to that provided at Lloyd's. To secure a favourable angle of support, these cables were taken over masts before being anchored down to the approach spans.

The cables first used were then slackened off and removed. At a still later stage, the weight was transferred to a third set of cables, which passed over higher masts than the second set, and then over a toggle device, before being fixed to the steel work of the approach spans. Erection then proceeded as before, until the opposing upper chords of the ribs came to within 9 in. of each other. These then brought slowly into contact by slackening off the cables by the toggle gear mentioned above, which was provided to this end with powerful hydraulic jacks. There were four of these toggles, two on each bank, and all parts of the work were in telephonic communication during the closing operation, so as to ensure proper co-ordination between all the working points. The whole operation took about half an hour.

The approaches of the bridge terminate in High-street, Gateshead, and in Pilgrim-street, Newcastle. Very easy gradients have been secured, the maximum being 1 in 91.5 on the Gateshead side and 1 in 66.4 on the Newcastle approach. The carriageway is 38 ft. wide, but will have to accommodate two tramway tracks. The floor is designed for the standard loading of the Ministry of Transport, supplemented by the additional requirement that it should, in view of the heavy character of some of the local industries, be capable of taking a load of 100 tons borne on four wheels—"Engineering."

Now that the rules of the club have been formulated, intending members are invited to communicate with the "boat-steerer," c/o R.M.S.P., offices, or to make application through any of the harpooneers. The club is to have a badge in which a whale will figure, together with the Latin motto "In Omni Pericolo" which has been approved, meaning "Prepared against all things." A club tie will also be selected at the next meeting.

Before the gathering concluded Captains Rayner and Captain Braithwaite were thanked for their efforts towards the formation of the good ship "Cachalot."

R. TYNE BRIDGE.

ARCH CLOSED BY ENGINEERS.

A BIG FEAT.

The arch constituting the main span of the steel highway bridge, now in course of erection over the River Tyne between Newcastle and Gateshead, was successfully closed by Messrs. Dorman, Long and Company, Limited, Middlesbrough, on Saturday, Feb. 25, last, when the upper of the two chords constituting each rib were joined together by temporary pins.

The structure is now self-supporting as a three-hinged arch. A closing piece will ultimately make good the gaps between the lower chords of the arched ribs. In carrying out this operation, the closing piece will be put under a certain specified stress of some 300 tons, so as to ensure that, when under dead load only, the stresses in the arch shall be in accord with those provided for in the design of the structure. By the insertion of this closing piece, the span will become a two-hinged arch, and the temporary pins now connecting together the upper chords of the ribs will be removed and the joint riveted up.

The arch has a span of 531 ft. between the centres of the abutment pins, which are placed at quay level. The rise is 170 ft., and the depth of the ribs at mid-span is 20 ft. 3 in. A clear headway of 84 ft. 6 in. is provided for the river traffic. The two ribs are spaced at 45-ft. centres. Each consists of two parabolic chords, coupled by single intersection bracing.

TWO HALVES.

The arch has been erected in two halves by cantilevering out from the main pins. The first sections were erected in a steel cradle resting on the top of the concrete abutments, which have carried down to solid rock. When the work of erection had reached the limit of what could be conveniently dealt with by the cradles, the weight was transferred to steel cables 3 in. in diameter and having a breaking strength of 360 tons. These cables were attached to the steel already erected and were anchored back to the approach spans, which are continuous plate girders 11 ft. 6 in. deep. The cradle was then removed, so as to avoid the possibility of indeterminate erection stresses, and the work proceeded until it became desirable to rearrange the support. For this purpose, a second set of steel cables was attached to the outer ends of the work already erected. To secure a favourable angle of support, these cables were taken over masts before being anchored down to the approach spans.

The cables first used were then slackened off and removed. At a still later stage, the weight was transferred to a third set of cables, which passed over higher masts than the second set, and then over a toggle device, before being fixed to the steel work of the approach spans. Erection then proceeded as before, until the opposing upper chords of the ribs came to within 9 in. of each other. These then brought slowly into contact by slackening off the cables by the toggle gear mentioned above, which was provided to this end with powerful hydraulic jacks. There were four of these toggles, two on each bank, and all parts of the work were in telephonic communication during the closing operation, so as to ensure proper co-ordination between all the working points. The whole operation took about half an hour.

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SPARKLING MINERAL WATER

A Delicious Table Water, healthful and
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Blends excellently with Wines and
Spirits, especially Whisky.
IN QUARTS, PINTS & SPLITS.

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ELECTRIC APPLIANCES

THEY WILL BE WORTH MANY
TIMES THEIR INITIAL COST
TO YOU, DURING THE HOT
WEATHER.

ELECTRIC IRONS
From \$5.00 to \$15.00 each.

COFFEE PERCOLATORS
From \$15.00 to \$25.00 each

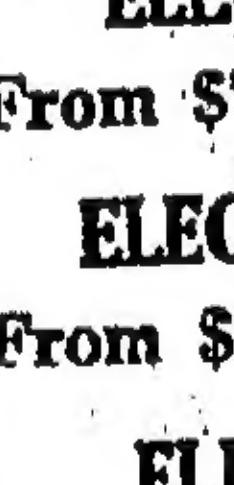
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TONGS
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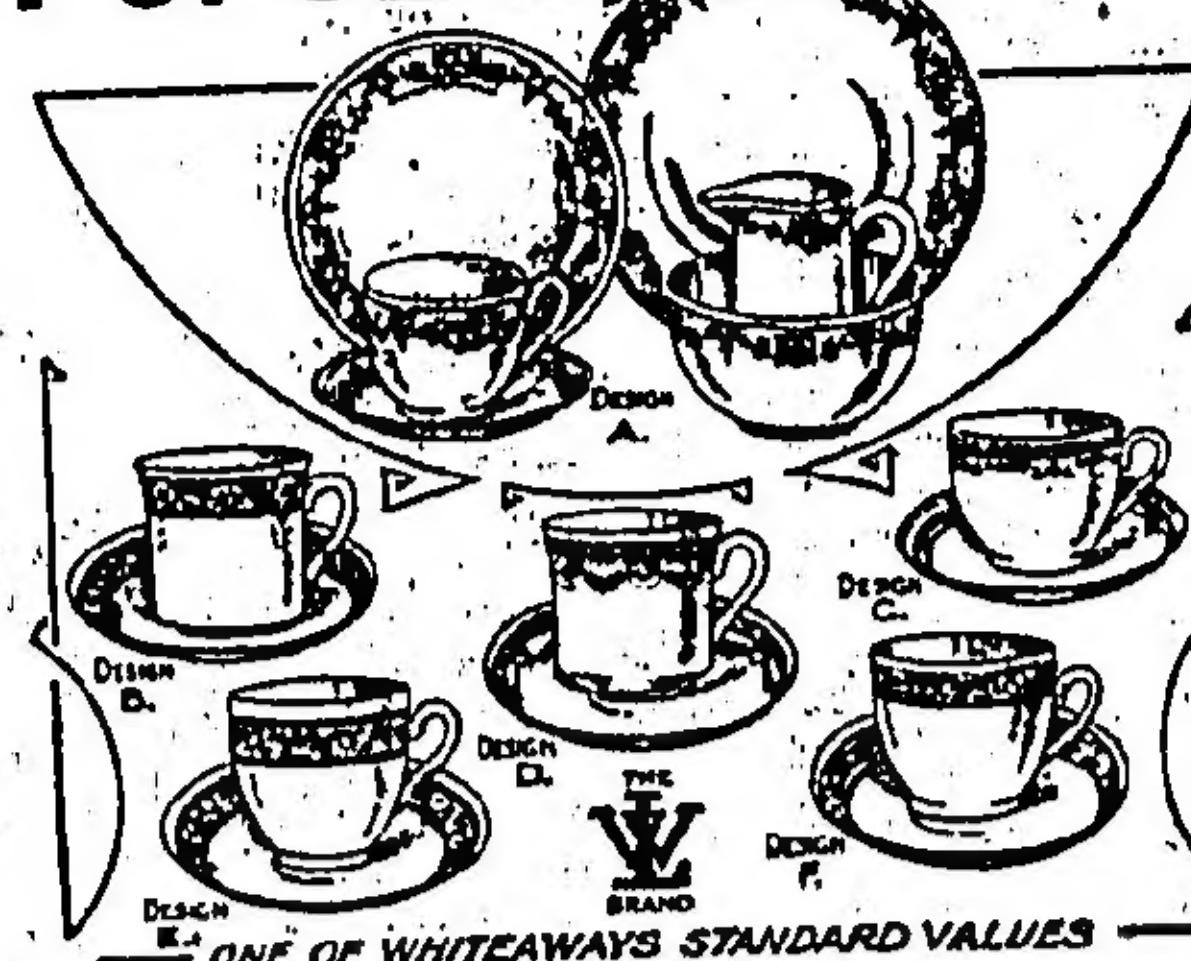
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BIRTH.

OLLERDESEN.—On April 8, 1928, at Berkeley, California, to Mr. and Mrs. J. H. Ollerdeissen, a daughter.

DEATHS.

BAKER.—On April 6, in England, Barbara Mary Laura, beloved daughter of Mr. and Mrs. A. E. Baker, aged eleven years.

MOTTRAM.—On April 8, at Shanghai, suddenly, John Mottram, Chinese Maritime Customs, aged 51 years.

Hong Kong, Saturday, April 14, 1928.

SATURDAY CAUSERIE.

The extraordinary performance of the French aviators, Costes and Lebris, in flying direct from Tokyo to Hanoi, is not only the most notable achievement of the week but it is, we believe, one of the greatest events in the history of flying—particularly when consideration is taken of the fact that the intrepid airmen almost immediately continued their journey to Calcutta and then went on to Karachi. We in this part of the world are not accustomed to anything approaching such long non-stop flights in these regions, for though we have had the pleasure of being visited by several of the world's greatest fliers, none of them ever attempted to travel except by comparatively short stages. Indeed it is not so long since the Hong Kong-Shanghai flight—less than 900 miles—was unthinkable as anything but a journey that had to be broken at Foochow. Now it can easily be done at one 'hop' off. The non-stop flight of the Frenchmen from Tokyo to Hanoi is truly amazing even in these

sail away to their native land. The visit has in every respect been one of unalloyed pleasure, both to ourselves and, we venture to hope, to our Japanese friends. We have good reason to believe that our visitors have been very favourably impressed by the many indications of our pleasure in having them with us and Admiral Kato, in his remarks at the dinner given in his honour and in honour of his fellow-officers by the Hong Kong General Chamber of Commerce, was obviously deeply gratified by the nature of the welcome that had been extended to him since his arrival in Hong Kong. Such meetings cannot but conduct to further friendliness, as it is only by actual contact that different nations can hope to understand one another and thus prove mutually helpful. For a long time we shall have happy recollections of having had so many Japanese sailors in our midst obviously pleased with all they saw around them; and pleased, above all we hope, to note that our welcome was sincere and founded upon a desire for continuous friendship on both sides. At the present moment when in Japan Communism seems to have penetrated much too widely but which we are glad to note has received a severe check, it is good to know that the Japanese have so efficient a fleet who, if need arise, will be able to give a good account of themselves against the forces of disorder.

Outside a big crowd had gathered, and so eager were those assembled to obtain a close glimpse of their Majesties that they completely broke bounds, and had it not been for the efforts of the police the result might have been a serious accident. But all's well that ends well, and a few minutes later the Royal party, consisting of the King and Queen, together with the Princess Royal, and followed by Lord Carnegie and Lady Maud Carnegie, entered the box prepared for them, which previously had been adorned with bunches of pink carnations. Shortly before this, however, they had been received by Sir Oswald Stoll, Mr. Walter Payne, O.B.E., president of the fund, Mr. William Agnew, manager of the Coliseum, and Mr. Harry Marlow, secretary.

So far as could be judged there was not a single vacant seat in the big auditorium. And when, later in the evening, all the returns came to hand it was found that the total amount obtained was over £4,400 (a result surpassing all former records).

The National Anthem having been played by the orchestra, all assembled up-rising and joining in its singing, a start was promptly made with the first item in the nicely varied and excellent programme. On dashed Larry Kemble, fitly described as "A Little Eccentric," bringing with him a bicycle, which, after some amusing tricks, he abandoned for a one-wheel cycle, the saddle being raised to some ten feet above the ground.

Next came Starelli and Douglas, known as the "Fiddle Fanatics," a title fully justified by subsequent events. And, of course, there was a most hearty welcome for the troupe of Victoria Dancing Girls, a bevy of delightful girls tastefully attired in pretty pink frocks, and individually or together extorting from the pleased spectators a well-deserved need of applause for their graceful contribution. An enthusiastic reception also awaited Mr. A. C. Astor, a clever ventriloquist who brought with him his inseparable companion, "Sentimental Mac," a peculiarly sensitive mannequin apt at any crisis to burst into tears.

Katayama's Despatches.

The other vernacular papers report that during domiciliary searches, telegraphic despatches from Katayama, the noted Japanese Communist at Moscow, were discovered, show that Katayama was behind the intrigue. The reports also cannot be confirmed.

Meantime arrests continue. About a dozen members of the Labour League Council, which was recently dissolved, were seized last night while they were holding a secret conference: others were arrested at Kyoto.

Calm Comments.

It is indicative of the country does not consider that the recent revelations call for any alarm that the Press, though censuring the extremists, is remarkably calm in its comments.

The police have frustrated a second attempt to reform the Ronoto by breaking up a meeting. Meantime the authorities, who have been endeavouring to gauge the exacting extent of Communist penetration in factories and the establishment of "cells," are relieved to find that they have made no apparent headway in Government factories, except the Naval Arsenal at Maseru, where 8 or 9 hands have been arrested in connection with the Communist round-up.

COMPANY REGISTER.

The names of the following have been struck off the Companies Register:

South China Development Syndicate, Ltd.
The Rural Land Investment Co., Ltd.

The Tung Tin Restaurant, Ltd.
Unless cause to the contrary is shown, the name of The Oriental Trading Co. (Hong Kong), Ltd. will also be struck off three months from date.

PROPERTY SALE.

No. 566, Nathan-road, Kowloon, was auctioned by Messrs. A. G. da Rocha & Co. yesterday for \$25,500. Mr. Fum Chi was the buyer. Details follow:

Section D of V.I.L. 146, 25 years lease, from 1st. 1922 (option of further 25 years), 2,420 sq. feet, annual Crown Rent \$35, upset price \$25,000. (only one bid was

VARIETY ARTISTES.

PERFORM BEFORE THEIR MAJESTIES.

FOR BENEVOLENT FUND.

Even before the curtain went up last night at the Coliseum one (says the "Daily Telegraph") hand) that the performance organised on behalf of the Variety Artistes' Benevolent Fund was an assured success.

Outside a big crowd had gathered, and so eager were those assembled to obtain a close glimpse of their Majesties that they completely broke bounds, and had it not been for the efforts of the police the result might have been a serious accident. But all's well that ends well, and a few minutes later the Royal party, consisting of the King and Queen, together with the Princess Royal, and followed by Lord Carnegie and Lady Maud Carnegie, entered the box prepared for them, which previously had been adorned with bunches of pink carnations. Shortly before this, however, they had been received by Sir Oswald Stoll, Mr. Walter Payne, O.B.E., president of the fund, Mr. William Agnew, manager of the Coliseum, and Mr. Harry Marlow, secretary.

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Time does not permit of more than a passing tribute to the extremely agile dancing of Mr. Victor Andre in three different capacities—a gentleman in evening dress, a soldier, and a naval officer—or to Mr. Clarkson Rose's exceedingly funny delivery of a couple of typical ballads, "Mr. Everyman" and "Where are the Girls of the Old Brigade?" Nor is it necessary to dilate upon the wonderful skill and elegance of such a well-known and highly esteemed dancer as Anton Dolin or the finished vocalisation of Miss Gracie Fields, who moved all present to a long and loud outburst of cheering and hand-clapping by her delivery of three of her most effective songs. With Will Hay and his two boyish assistants to help him in a new version of that brilliantly comic sketch, "The Beginning of St. Michael's," and Jack Hylton, accompanied by his famous All-British Band, the end came at last of an entertainment which, in a personal message to Mr. Harry Mirrow, the King himself said, "I think it is the best programme of the series of shows I have seen," a sentiment all present would, were the chance afforded them, certainly endorse.

Community Singing.

There are few English ballad vocalists who possess a more pleasing voice or a more finished style than Miss Lilian Burgiss, and she was heard at her best in two songs, "I wonder Why" and "The Dream Song." Also at her invitation, the audience joined her wholeheartedly in the last verse of the "Bonnie Banks of Loch Lomond," the Queen, in particular, applauding loudly. As for that wonderful "droll" Noni, if the audience could have had their way, he might have gone on entertaining them for a good hour or two. Among the most engaging of his feats was the playing of "Ah, che la Morte" while his manipulation of the keys of a piano was a feat altogether remarkable. His reward came after the curtain fell, the Queen despatching a bouquet to him as a souvenir of the occasion.

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TALENT COMING.

MR. A. STROK'S RECENT ARRANGEMENTS.

GALLI-CURCI AND OTHERS.

Mr. A. Strok, the well-known impresario, returned recently from a hurried trip abroad in which he has succeeded in engaging numerous artistes, musical and others, whom the Far East will welcome heartily.

The coming of Jacques Thibaud, the noted French violinist, has already been announced, and in addition we are to hear Cecilia Hansen, a famous Russian woman violinist; also Jascha Heifetz and Fritz Kreisler who will pay us a return visit.

Benny Moiseiwitsch, as was announced just prior to his departure last winter, will play here again in due course.

Mr. Strok's most unique musical offering for next season is Andreas Segovia, a guitarist who has literally astonished London, New York, and the Continental musical centres with his virtuosity. Critics rate him among the foremost interpreters of Bach and other Masters. To hear them played on the guitar will indeed be a novelty.

On the vocal side, we are to hear the famous Mme. Galli-Curci. Equally interesting is the coming of the "English Singers," a British choral aggregation who have had a phenomenal vogue in the United States.

There will be dancers, too, among them, L'Argentiere, the acknowledged superior of even the great Anna Pavlova. Then, Ruth Page, the noted American dancer, with her three companions, is coming.

Mr. Strok is to be congratulated on securing so many celebrities for our diversion. The international character of his selection calls for special compliment. Hong Kong, which has had occasion to be grateful to him in the past, will not be slow to record its sense of increased obligation.

CHINESE POSTS.

MR. PICARD-DESTELAN'S DUAL APPOINTMENTS.

NANKING AGREEMENTS.

Shanghai, Yesterday.

Mr. H. Picard-Destelan, Co-Director-General of Posts, arrived at Nanking on April 6 and assumed office as Co-Director-General of the Nationalist Directorate-General of Posts of Nanking, holding the two offices concurrently. After signing all the agreements he returned to Peking this morning.—Reuter.

[Note: The Peking and the Nanking Governments each have their own postal administrations now, but Mr. Picard-Destelan's dual appointment should make for harmony.]

CONSTRUCTION CO.

(Continued from Page 1.)

As a natural consequence of this, your Directors found it unnecessary to retain the services of Mr. L. Gain as Manager, and Civil Engineer, and Mr. Gain accordingly returned to Europe on January 3, 1928. Mr. S. C. Cook, our Secretary, then combined the duties of Secretary and Manager, and our Executive Staff was reinforced by the arrival of Mr. R. Simmons, a constructional engineer who has had wide experience with leading firms of contractors both in England and abroad. He came to us in the capacity of General Works Manager straight from the completion of important works in Southern India.

A Try Out.

In spite of the heavy losses your Company has sustained we certainly do not think we should entertain any idea of winding up the business until we have thoroughly tried out the re-organisation which has recently been effected.

Our Franki Piling Department continues to do good work, and the advantages of this system of preparing foundations are undoubtedly becoming more widely known and appreciated.

During the past year we have established satisfactory connections in Tientsin, also, one may say consolidated our position in Shanghai. The prospects in respect of North China are good, and in order to take advantage of the opportunities offering, your Directors have decided to obtain additional Franki Piling equipment, which will enable us very shortly to have two complete equipments stationed at each of our main operating centres, i.e., Hong Kong, Shanghai and Tientsin.

Demand For Pipes.

It will be seen from the balanced sheet that the item "Works in Progress" includes a sum of over \$30,000 representing the cost to date of this pioneer work in North China. The amount in question is in the nature of goodwill or preliminary expenses, and arrangements have been made for this to be written off in due course by means of a percentage against the value of Franki Piling work done in North China.

During 1927 we met a small but regular demand for our centrifugal concrete pipes, etc. So far as can be ascertained, these pipes have given satisfaction wherever they have been used, but to make success of this department we must endeavour to enter a large field than is afforded by Hong Kong and District. Enquiries have recently been received from the Straits Settlements and from North Borneo, and it is also encouraging to note that our pipes have this year been taken up by the Public Works Department of the Hong Kong Government. Taking all in all there are good prospects of expansion in this department.

Before concluding I might draw attention to the fact that the contingent liability of \$50,000 which appeared as a memorandum on our balance sheet of last year, has now been eliminated.

This was in connection with a debenture for that amount issued by the Company as security for the due performance of contracts with the Hong Kong Government, and the debenture in question has now been cancelled.

In Abeyance.

At the last general meeting a shareholder suggested that the share capital of the Company should be reduced, to correspond with the heavy losses which have been sustained, and this suggestion has been carefully considered by your Directors. It is felt, however, that it would be wiser to ascertain, by actual experience what prospects the Company has of being in a position to pay dividends on the reduced share capital, before incurring the legal costs, etc., in connection with the proposed step. The question therefore remains in abeyance, but will not be overlooked.

Having now summarised, to the best of my ability, the present position of your Company, I beg to propose that the report and accounts for the year 1927, as presented, be adopted. When this has been seconded, I shall have pleasure in replying to any questions thereon that shareholders present may desire to put.

Other Business.

Mr. T. Arnott seconded. No question was asked, and the proposal was carried unanimously.

Other business transacted by the meeting comprised:

Re-election of Sir Robert Ho Tung and Mr. J. T. Bagram; the retiring directors—proposed by Mr. J. Coulthart, seconded by Mr. Siv Kin.

Re-election of Messrs. Lowe, Bingham and Matthews as auditors at a fee of \$800 for the ensuing year—proposed by Mr. A. Urqured, seconded by Mr. J. T. Bagram.

ELEET LEAVE.

(Continued from Page 1.)

the Hon. Mr. C. McL. Messer, Paymaster Capt. Miwa, the Hon. H. T. Creasy, Mr. H. Mori, Capt. J. B. Glencross, Commander Nakashima, His Honour Mr. J. R. Wood, Mr. M. J. Broen, Mr. Ip Lan-chun, Mr. J. Sakurai, Mr. Li Cho-san, Mr. N. S. Brown, Lieut. J. A. S. Eccles, Mr. K. Nakatani, Capt. M. R. J. Maxwell-Scott, Lieut.-Commander R. G. Chichester, Mr. A. E. Wood, Commander Matsuda, Colonel Clarke, Mr. J. P. Braga, Mr. K. Kitazawa, Mr. B. E. Yick-moi, Commander J. B. Newill, Lieut. Col. F. H. Bell, Capt. J. D. Nares, Commander Sasekawa, Capt. G. Hopwood, Commander Sato, Mr. J. Kawa, Mr. B. R. Foster, Mr. T. N. Chat, Mr. J. Yamanouchi, Mr. B. D. F. Beith, Capt. F. B. Bartlett, the Hon. Mr. J. Owen Hughes, Capt. Omo, Commodore L. W. Braithwaite, Capt. F. E. B. Haselfoot, Mr. S. Tsuchida, Lieut. C. W. P. Richardson, Mr. M. F. Key, Mr. M. Nonomura, Capt. A. J. L. White, Lieut. Commander C. Caslon, Commander Akira, the Hon. Mr. W. E. L. Shenton, Capt. Kikuno, Mr. W. W. Hornell, Capt. W. H. Michell, Mr. C. G. S. Mackie, Mr. S. Takeuchi, Mr. E. Smith, Mr. Chau Yu-ting, Mr. Y. Santo, the Hon. Mr. E. D. C. Wolfe, Surg. Capt. W. W. Keir, Colonel Skinner, Mr. Li Yau-tsun, Engineer Capt. Sekoma, Paymaster Commander H. Rogers, Mr. H. Uemura, Mr. T. E. Pearce, Lieut. Com. K. Shiroya, Mr. K. Kitayama, Mr. M. K. Lo, Mr. S. B. E. McElberry, the Hon. Dr. R. H. Kotewall, Commander Kamiyama, the Hon. Mr. R. A. C. North and Mr. J. Abe.

FINAL TRIBUTES.

NEXT WEEK'S BIG NEW COMEDY.

The Consul-General for Japan welcomed the distinguished guests and expressed high appreciation of the goodwill manifested towards Japan and her Navy by all sections of the Hong Kong community.

H.E. the Governor, in reply, said he spoke the mind of the whole community when he said that they could not have had more pleasant visitors than the 1st Japanese Fleet. The Japanese Fleet came to Hong Kong as friends bearing messages of goodwill and they would carry back a great cargo of goodwill from Hong Kong.

During the evening, the Band of the flagship "Nagato" rendered selections.

Chinese Friendship.

There was a large attendance at the To Yuen restaurant yesterday when a luncheon was given in honour of the visitors by the Chinese Chamber of Commerce.

Mr. Li Yau-tsun, Chairman of the Chamber, presided and among others present were Admiral Kato, Admiral Sir Reginald Tyrwhitt, Commodore J. L. Pearson, Rear-Admiral I. Okamoto, Lt. Comdr. E. Hamano, Comdr. S. Matsuda, Comdr. T. Kamiyama, Comdr. K. Koga, Comdr. K. Somekawa, Comdr. N. Nakashima, Comdr. K. Arai, Eng. Capt. K. Sekoma, Paymaster Capt. H. Miwa, Capt. H. Ichimura, Capt. Matsushita, Surg. Capt. T. Kabeshima, Capt. S. Kikuno, Capt. I. Ono, Comdr. H. Rogers, Capt. T. Horii, Lt. Comdr. C. Caslon, the Hon. Sir Shou-sen Chow, Sir Robert Ho Tung, the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. E. D. C. Wolfe, Sir Henry Pollock, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. R. A. C. North, the Hon. Mr. H. T. Creasy, C.B.E., Sir Joseph Kemp, the Hon. Mr. E. R. Halifax, the Hon. Mr. J. Owen Hughes.

The Chairman referred to the visit as significant of the cordial friendship which was being built between China, Japan and Great Britain whilst Admiral Kato, in reply, referred to the many bonds between the Japanese and Chinese and to their friendship with one another and with Great Britain. Japan was deeply in sympathy with the Chinese and hoped that they would achieve what they were striving for. He felt sure that Great Britain entertained the same sentiment towards China and the cordial manner in which Chinese and British in Hong Kong cooperated was significant of the real friendliness existing between the two nations also between them and Japan.

"Mountain Lodge" Reception.

Following the tiffin, Admiral Kato and his Officers were at home to a large reception held on board the flagship "Nagato". Other arrangements for the entertainment of Japanese officers and men ashore included a visit to "Mountain Lodge," the summer residence of H.E. the Governor.

Thanks From Tokyo.

The following telegrams have been exchanged between the Japanese Minister of Marine and His Excellency the Governor of Hong Kong:

Having now summarised, to the best of my ability, the present position of your Company, I beg to propose that the report and accounts for the year 1927, as presented, be adopted. When this has been seconded, I shall have pleasure in replying to any questions thereon that shareholders present may desire to put.

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OUR WEATHER.

HIGHEST AND LOWEST IN MARCH.

86 HOURS OF SUNSHINE.

No sunshine was recorded on eight days in March, the total number of hours of sunshine for the month being 86.3.

The highest temperature was 77.9 degrees on the 25th, the lowest being 53.3 on the 10th.

The mean temperature for the month was 63.2. The average for 40 years (1884 to 1923) is 63.1.

The mean humidity for the month was 87 per cent, and cloudiness 85 per cent.

According to the Observatory returns, rain fell on 16 days. The highest for one day was 3.05 inches on the 7th. On no other day did the rainfall exceed an inch.

Comparative figures for the month are:

	No. of Total Days, Inches.
Observatory, Kowloon	16 5.185*
Botanical Gardens,	
Hong Kong	19 6.370
Matilda Hospital,	
Mount Kellett	16 5.520
Police Station, Tai Po	6 3.260

*against an average of 2.739 inches.

The lowest reading of the barometer (mean sea level) was 29.729 inches at 4 p.m. on the 7th. The monthly mean squall velocity, according to the Dines-Baxendell anerograph, was 54 miles per hour at 1.27 a.m. on the 13th.

THE GAY RETREAT.

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Commodore J. L. Pearson, Rear-Admiral E. Hamano, Comdr. S. Matsuda, Comdr. T. Kamiyama, Comdr. K. Koga, Comdr. K. Somekawa, Comdr. N. Nakashima, Comdr. K. Arai, Eng. Capt. K. Sekoma, Paymaster Capt. H. Miwa, Capt. H. Ichimura, Capt. Matsushita, Surg. Capt. T. Kabeshima, Capt. S. Kikuno, Capt. I. Ono, Comdr. H. Rogers, Capt. T. Horii, Lt. Comdr. C. Caslon, the Hon. Sir Shou-sen Chow, Sir Robert Ho Tung, the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. E. D. C. Wolfe, Sir Henry Pollock, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. R. A. C. North, the Hon. Mr. H. T. Creasy, C.B.E., Sir Joseph Kemp, the Hon. Mr. E. R. Halifax, the Hon. Mr. J. Owen Hughes.

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LOCAL AND GENERAL SOCIAL AND PERSONAL.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
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Excellent Remedy
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The most complete medical discovery
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THEY START!**



EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health, and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.



A Telling Feature—

EVERY morning of the business week you are unconsciously being criticized by the quality of your printing. If you have the distinction to be classified among those whose business correspondence is printed in an attractive style, you are creating a good impression by the first sight of your letter.

Printed matter artistically set out is your best agent and advertiser—consult us, we can help you.

THE NEWSPAPER ENTERPRISE LTD.

GENERAL AND COMMERCIAL PRINTERS.
3A, WYNDHAM STREET, HONG KONG.

About 500 miners at the Beeston pit, near Leeds, which has worked only three or four days a week since the lock-out, have been given notice to terminate their employment.

James Burns, the jockey, has died in hospital from injuries received in a motor-cycle accident in Delamere Forest. His wife, who was riding pillion, is still in hospital.

The managing director of the Tientsin-Pukow Railway (southern section) has come to Shanghai to purchase several locomotives from a foreign firm here, says the "Eastern Times."

A banquet was given in honour of Mr. Gordon Selfridge by the Advertising Association, at the Savoy Hotel, on the anniversary of the inauguration of Mr. Selfridge's "London House of Business," and the day on which the building will be completed. The opportunity was taken to recognise Mr. Selfridge's great services to the retail trade and to advertising. There was a distinguished gathering.

A desk smoking outfit, suitably inscribed, was presented to Captain K. Innes, the retiring Marine Superintendent of the China Navigation Co., by wharfingers and friends of the Hong Kong, Canton & Macau Steamboat Co., Ltd., Mr. W. H. Edley, chief wharfinger, made the presentation, expressing the good wishes of all for Captain and Mrs. Innes. Captain Innes replied, hoping that friendly relationships will also be enjoyed by his successor, Captain McCulloch.

Among the passengers who disembarked at Hong Kong yesterday from the P. & O. s.s. "Kashgar" were Mr. & Mrs. Lander, Mr. D. Trafford, Mrs. A. Warren, Mr. & Mrs. Reid, from London; Comdr. Phillips from Southampton; Dr. Fawcett and Miss P. Brown from Marseilles; Mr. E. King from Colombo; Mrs. M. Thorpe from Penang; Dr. Cosgrave, Mr. & Mrs. Shelley, Mr. & Mrs. Case, Mr. H. Green, Mr. & Mrs. Barklaw, Mr. & Mrs. Chen See-ho and family from Singapore.

Following the loss of a £50,000 pearl necklace, a second disappearance of jewellery, also posted in Paris, is now engaging the attention of the Post Office investigation officers in France and Britain. In this fresh mystery a ring valued at £3,000 is involved, and a reward of £300 has been offered by Messrs. Summers, Henderson, and Co., assessors, 48, Lime-street, E.C., for its recovery. The ring, an emerald and diamond one, of rare pattern, was posted by a Paris jewellery firm on Feb. 4 to Mme. Mark Wolfe, of London, while she was staying at Monte Carlo. It did not arrive, and inquiries were begun.

Group Captain H. M. Cave-Brown-Cave, D.S.O., D.F.C., who led the Far East flight of the Royal Air Force successfully to Singapore, has special qualifications for this duty. He is an Old Alleynian, who went through a special course of marine engineering at the Royal Naval College, Greenwich, and reached the Royal Air Force via the Royal Naval Air Service. During the war he had considerable experience in anti-submarine reconnaissance, and was then in command of the seaplane base, Malta, from 1918 to 1919. He won the D.S.O. for his active-service work at the old R.N.A.S. base at Dunkirk. Since the war he has been very closely associated with new developments as deputy director of design and then technical development, and he only relinquished this responsible post on taking over the command of the Far East flight on its formation last May.

When Sir Hugh Clifford came back as the Governor of Ceylon it was expected, says the "Ceylon Observer," that, mellowed by time, he would be a great success. But to a man of his restless brilliance the present detached nature of this office appears to have been galling in the extreme. After a time, he sent a despatch to the Secretary of the Colonies exposing what he alleged to be working difficulties and dangers in the present Government machine. It was this famous despatch, still unpublished, which occasioned the sending of the Special Commission of Inquiry at once. But, for this despatch, there would have been no question of further changes in the administrative machinery till 1929. Sir Hugh Clifford's indictment called attention to the divorce of power from responsibility under the present system, and it to this defect especially that the Ceylon Commission is expected to find a remedy. On his transfer to Malaya, Sir Hugh Clifford left with the assurance that he was going away "not because he loved Ceylon less, but because he loved Malaya more."

An annual salary of £850 has been granted to the Newcastle Coronation in place of fees averaging about £600.

Dr. Annie Sydenham and Dr. W. V. M. Koch are appointed members of the local Midwives Board for three years each from April 5.

Mr. D. W. Tratman of the Cadet Service, who has occupied high positions in the Government, went on Home leave to-day with Mrs. Tratman, sailing on the "Mongolia."

Four Chinese cases of notifiable disease were reported to the Medical Officer of Health on Friday. From Kowloon there was a smallpox case and one of enteric fever (typhoid). From the city was one diphtheria and one of cerebro-spinal fever.

Regulations made by the Governor in Council under the Dangerous Drugs Ordinance and the Watchmen Ordinance (which were both before the Legislative Council recently) are published in the current issue of the "Government Gazette."

The Registrar of the N. K. University will distribute the prizes of the Sacred Heart College fourth annual athletic sports to the successful competitors at 4 p.m. tomorrow at the Recreio ground, King's Park. Through the courtesy of the committee, the Chung Sing Benevolent Society's band will play selected pieces at the sports.

Police protection of the Royal Mint, London, was withdrawn on April 1 and replaced by a guard of ex-Service men. For many years twelve uniformed policemen and a sergeant have done night and day watches at the Mint. From 8 p.m. to 8 a.m., armed with revolvers, they did special patrol in the scale rooms, machine rooms and minting rooms, and allowed nobody, irrespective of standing or authority, to go beyond the iron gates during those hours. The new guard consists of fourteen ex-Service men and three former non-commissioned officers, chosen by the War Office and Ministry of Pensions. They are members of the "War Office Constabulary" of ex-Service men.

Dr. Richard Wotizats, prominently mentioned as the next President of Austria. He is a distinguished botanist of the University of Vienna, a democrat and a scientist of world-wide repute. He is the leader of the movement for closer friendship between Germany and his country.

Mr. W. H. Trenchard Davis, for some years a resident of Hong Kong, and latterly of Shanghai, is returning Home on the "Mongolia" which arrived yesterday and sails to-day.

While he acts as Deputy Registrar of the Supreme Court, Mr. T. M. Hazlrigg, M.C. (Assistant Crown Solicitor) is to be a Commissioner for Oaths, etc., for the appointment by Sir Henry Gollan (Chair Justice) being announced in the "Gazette."

Mr. J. G. Garraway, of the Hong Kong & Whampoa Dock Co., Ltd., who has been a member of the Volunteer Reserves and chairman of the Dock Recreation Club, was presented with a cheque from his colleagues at a valedictory gathering on Saturday. With Mrs. Garraway, Mr. Garraway sailed for Home to-day on the "Mongolia," on retirement, after 22 years in Hong Kong.

The absence of women from the grand juries on the south-eastern circuit was commented on by Mr. Justice Shearman when he opened the Sussex Assizes at Lewes recently. "In none of the towns in which I have travelled on this circuit," he said, "have I found a single lady on the grand jury, although in most other places I have found the grand jury adorned by one or two charming ladies. Why it should be so I do not know."

Among those leaving for Home to-day on the "Mongolia" are Captain H. F. Bloxham (Agaletant Superintendent of Prisons), Mr. H. G. Hegarty (Hong Kong & Shanghai Bank), Mr. and Mrs. E. C. Kerrian, Mr. V. C. Labrum, Dr. J. K. Millward, Mr. E. B. Reed (the C.S.C.R.), and interpor cricketer who played for one of the second-class counties when last on leave) Mr. D. O. Russell (Messrs. Loxley & Co.), Mr. and Mrs. F. B. Smith, Mr. and Mrs. C. Strange, Dr. A. J. Watson, Mr. A. W. White, Mr. and Mrs. R. A. Ramsey, Baroness Sadoine, Mr. and Mrs. G. E. Strange and Mr. F. E. Knight.

Dublin Zoo is lamenting the loss of Pyrrhus, its baby elephant, who has died just before attending his second birthday. Pyrrhus was the gift of a Dublin gentleman residing in the Malay States.

Mr. A. J. Agnew, London, for a great collection of China stamps in eighteen volumes, the arrangement of which was much admired, was awarded a gold medal at the great Monaco Exhibition just closed.

Passengers on the "Changte" which sailed yesterday from Hong Kong for Manila and Australian ports included Mr. and Mrs. O. A. Smith, Mr. L. Gibbs, Mr. J. Smith, Mr. F. D. Angus, Mr. G. McMurdo, Mr. and Mrs. Wm. Clarke.

GREEN ISLAND CEMENT CO., LTD.

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SHEWAN, TOMES & CO.
General Managers

HONG KONG.

HEERING'S



"It is the only one Cherry Brandy known all over the World."

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**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

Important events have occurred in China, widely affecting the position of foreigners and foreign Powers. America and the Nationalist authorities have come to an understanding over the Nanking incident of March, 1927. Chinese have been appointed to serve on the Shanghai Municipal Council and the Council Committees. The French and the Nationalists in Hankow have smoothed over local differences. And, most important of all, the long lull in the North China war has ended. The trend of hostilities is closely followed in the "Overland China Mail," backed up with explanations and comment to facilitate comprehension by non-Chinese.

How Hong Kong spent Easter is described in the "Overland." The friendly invasion of Japanese Naval men is recorded in the "Overland," together with the local news; sports articles, cables, etc.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY NOW.

Mall via Suez closes at 10.30 a.m. on Saturday.

and via Siberia at 10 a.m. on Tuesday.

SINGLE COPY.....30 Cents.
Send on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$13 per annum, or

\$15 including postage abroad, half-yearly,
quarterly, or specific periods pro rata.

No. 3A, WYNDHAM STREET PHONE C22.

"THE OVERLAND CHINA MAIL."

Sport Columns
MACAO RACES:

14 HONG KONG PONIES CROSS OVER.

STEAMBOAT TIMES.

Fourteen ponies were sent over from Hong Kong yesterday for the Macao Race Club's seventh extra meeting to be held to-morrow at Areeen Preta.

There are eight events on the card. With record entries, an interesting meeting is assured.

Steamboat times are as follows:

From Hong Kong: "Taishan" leaves the Harbour Office wharf (i.e., the one for boats to Canton) at 8.30 a.m., arriving well in time for first race at 1.15 p.m.; "Sui An" leaves Wing Lok-street at 9.30 a.m.

From Macao: "Sui An" at 3.30 p.m., "Taishan" at 5.30 p.m. after the last race.

Excursion fares will be charged.

EASY WINNER.**PRINCE IN STIFF POINT-TO-POINT.****ST. DAVID'S DAY.**

The Prince of Wales, riding his own horse Begomme, won another point-to-point race—his third victory within twelve months—at the Beaufort Hunt meeting at Hazleton, near Tetbury, Gloucester.

It was an appropriate St. David's Day triumph in the Welsh Guards race. The Prince rode as colonel of the regiment and as a member of the Quorn and Belvoir.

The Prince led all the way round the course, and his horse cleared most of the fences cleanly.

At the last fence, when he was some distance in front of Colonel Russ Price, on Queen's gate, the Prince looked round, and his horse nearly stumbled as he cleared the hedge. The Prince however, quickly steadied Begomme, and, riding on at an easy gallop, passed the winning post amid the cheers of the crowd.

By this victory he won the challenge trophy presented by Captain W. A. Fox-Pitt.

In the enclosure before the race the Prince wore check overcoat over a scarlet polo jersey and white riding breeches. The crowd cheered as he came out from the weighing-in tent in hunting kit, a dark blue coat with yellow facings and black tasselled cap.

A Splendid Hunter.

Begomme is a splendid light bay hunter with a white star on its forehead, and the Prince himself helped to saddle the horse.

The rain ceased just before the Prince's race. There were six starters, and two to one was offered against the Prince.

He started well and led the field at the first fence. Two riders fell.

Heavy rain which fell through the night made the going heavy on the three and a half miles course by Hazleton Manor House.

The course was fairly difficult, with one or two stiff hedge jumps and a turf-topped stone fence which was expected to bring several riders to grief.

More rain fell during the morning and part of the course over ploughed fields became quite quagmire.

The original intention of the Prince was to arrive early in the morning and stay for the Hunt Ball at Sir Gerald Coddington's house at Doddington. There was disappointment when it was learned that an important engagement had caused him to alter his plans and necessitated his return to town immediately after his race.

Two Previous Successes.

On April 7, 1927, the Prince finished first in the Adjacent Hunts Race at the South Notts meeting at Oxton. Riding his hunter, Carr Courtier, he won the Lord Manners Cup in the Grenadier Guards race at the Bicester and Warden Hill meeting near Buckingham on March 16.

BROKE.**CARPENTIER SEEKS U.S. FIGHT.**

Paris, April 4.

Georges Carpentier is hungry for dollars again. He's willing to fight if the purse is fat.

Since he has been dancing and doing his best to sing in the music halls of Paris, he has been all but forgotten in the Queensbury realm.

Often he has been quoted as having retired but now, as the box office receipts are getting low, Georges longs for a fight in America.

"If I put on the gloves again," he is quoted as saying in his latest outburst, "I'll be a champion again."

LAWN TENNIS.**ANNUAL TOURNAMENT AT H.K.C.C.****HONDA'S EASY VICTORY.**

Three interesting games were played yesterday in the open singles championship of the Hong Kong Cricket Club lawn tennis tournament.

Much was expected of T. Isomura, ex-champion of Formosa, who had beaten H. D. Rumjahn. He failed to make an impression on T. Honda (an ex-local champion) who won in straight sets and entered the semi-final.

Another semi-finalist is E. C. Fincher who beat S. E. Green (an ex-champion) in the third round. In the fourth round yesterday, he defeated H. Yoshida in four sets.

Major W. B. Stevenson, in the third round, defeated the Very Rev. A. Swann in straight sets.

Yesterday's scores:

Open Singles.

4th round:—T. Honda beat T. Isomura 6-3, 6-2, 6-0; E. C. Fincher beat H. Yoshida 4-6, 6-3, 6-7.

3rd round:—Major W. B. Stevenson beat Very Rev. A. Swann 6-1, 6-4, 6-3.

Handicap Singles "A".

Capt. E. H. Jacobs-Larkeon (rec. 4/6) beat G. F. H. Bichard (rec. 2/6) 6-4, 8-6.

Handicap Doubles.

A. D. Humphreys and G. R. Sayer (owe 15/1) beat H. V. Parker and O. J. Shannon (rec. 5/6) 8-6, 8-6.

RENE LACOSTE.**"I HAVE HAD A BAD TIME."****HEART TROUBLE REPORT.**

Paris, March 7.

I talked to René Lacoste, the French lawn tennis champion, over the telephone to-day regarding reports about his illness. He is still in bed.

"I did have a bad time for a while," he added, "but am much better now. Don't worry, I'll be on the courts within a month."

Lacoste added that he would be unable to play in the Paris-London match on March 9-11, as he was too weak—International News Service.

A British United Press Paris telegram says that Lacoste "is reported to be suffering from angina pectoris."

[Angina pectoris is a painful and serious disease, usually associated with organic change in the heart or great blood vessels. It manifests itself in a sense of tightening of the lower part of the chest.]

Lawn tennis followers all over the world will read with concern this report as to the nature of Lacoste's complaint.

Lacoste, still only 22, has strong claims to being regarded as the world's best player.

He won the men's single championship at Wimbledon in 1925, did not compete in 1926, and was beaten by his fellow-countryman Jean Borotra last year. He was American champion in 1926, and again last season, when in "straight sets" in the final he beat W. T. Tilden for the fourth time in his career.

The French championship fell to him in 1925 and 1927.

He has at one time or another beaten every player of the world's first dozen.

Restricted Plans.

There have been rumours of his intention for business reasons to retire from big tennis. This year his plans are restricted to the French national championships, Wimbledon and the Davis Cup games.

Lacoste's "arrival" as a champion was wonderful in its swiftness. He was boy champion of France at 16. The following year, while still not 17, he beat H. Roper Barrett in the world's hard courts championships at Brussels. At 19 he was a Wimbledon finalist; at 20 he wrested the title from Borotra.

OLYMPIC GAMES.**SERIES OF ARTICLES BY FRED W. PARKER.****HOW THEY STARTED.**

Following is the first of a series of articles by Fred. W. Parker on the Olympic Games.

With the Amsterdam revival of the Olympic Games comparatively close upon us it may be interesting to trace the history of these world-thrilling contests to their source, to follow them, so far as a series of brief sketches will permit, to the present day, and also to touch lightly on some of the arresting personalities who have left an indelible mark on the pages of "Olympic" competition.

The actual origin of the Olympic Games is lost in the mists of mythology. It is not always practicable to say exactly where history ends and mythology begins, but there is irrefutable record that the Games were held as far back as B.C. 800, and probably much earlier than that, so we may safely assume them to have been in actual existence fully three thousand years ago.

Then, as now, they were held every fourth year. The games were held in honour of the Greek deity Zeus. They lasted five days, and invariably commenced on the day of the first full moon after the longest day of the year. And that same rule is observed, in effect, to the present time.

The First "World Beater."

The Greek Zeus and the Roman Jupiter were one and the same. Even the immortal gods had their aliases. Having routed the Titans, conquered the whole world, and established himself on the cloud-capped summit of Mount Olympus as "king of the heavens," Jupiter displayed his fraternal affection by assigning, as younger brothers' portions, the monarchy of the nether regions to Pluto (alias Hades), and bestowing on brother Neptune (Poseidon) that of the oceans.

Claims that Zeus himself initiated the Games under the shadow of Mount Olympus may be dismissed for want of supporting evidence. Corroboration is rather too definite an expression to apply to the tradition that credits Zeus' sons, Castor, Pollux, and Telemachus, with being the very earliest of all Olympic champions.

Castor was boss horseman and charioteer, and his twin brother, Pollux, the first holder of a London Belt—or its equivalent. There was no glove tapping in those days. The regulation, mitten was the cestus; and the derivation of that word, literally, "to cut, kill," suggests that contests rarely went the full twenty rounds.

Pensioned for Life.

. Zeus (or Jupiter) is usually depicted enthroned in cloudland and threatening mortal man with a fistful of forked lightning held aloft in his right hand; hence, possibly, the javelin idea. He also wore a large wreath of olive or myrtle.

The world-beater's guerdon, handed out to Olympic winners from time immemorial, was accepted as a sign that Zeus had conferred "immortality" on the recipient. What was more to the point is that it became customary for the chief winners to be promptly pensioned for life by their gratified fellow-citizens, townsmen, or villagers, as the case might be.

ed of a foot race, discus, Javelin, long jump, and wrestling, while at Stockholm the one alteration was the substitution of a second foot race for the wrestling.

Clearly the classic Marathon race could not have come into existence until the Games had been in being for a few hundred years. It commemorates the Grecian victory over the Persian invaders B.C. 490, when 10,000 Greeks defeated and drove into the sea a Persian host of some 60,000.

In the amazing battle the victors lost fewer than 200 men, and the news was carried into Athens, hot foot, by one Pheidippes, who fell dead after gasping out the glad tidings.

The Marathon races of to-day are over the precise distance covered by Pheidippes, and probably Olympic races in olden times were run from Marathon to Athens, but records merely refer to these as the "long" race.

One Ladus of Laconia was the victor in this long race, and his

the larger the city the bigger the pension. No doubt the wily villager who ran a good trial "on the watch" took care to migrate to a more populous centre before posting his entry. But it is to be hoped that the "broken time" advocates will not quote the pension-for-life scheme as a precedent.

The First Marathon.

With the exception that chariot racing was big feature in the Olympic Games of bygone days, events are very much the same as they were more than 2,000 years ago. The Pentathlon then consisted

of the "broken time" advocates will not quote the pension-for-life scheme as a precedent.

1. Huns were powerful Mongolian state in 2nd century B.C.

2. It is an island near Marseilles, site of a famous fortress.

3. About three-fifths of total area of India is British territory.

4. Mainland is name of principal island of the Shetland group.

5. Valley of the Loire is known as the Garden of France.

6. First life insurance policy in England was issued 1583.

tory tells us he expired on receiving the winner's wreath of laurel, without saying "Thanks!" He was truly laconic to the last.

The Games were abolished A.D. 394, and the ancient stadium with its tiers of marble terraces became buried in the course of long centuries. A little more than 50 years ago a party of German archaeologists excavated the site, and disclosed the stadium with its adjacent chariot racing track and wrestling ground.

THE VETERANS.**2 INTERNATIONAL GAMES IN 3 DAYS.**

Veterans of sport still recall how in the early part of 1886 two International Association matches were played by British teams in three days, on a Saturday and the following Monday.

These games were against Scotland, at Glasgow (drawn) and Wales, at Wrexham (won). No fewer than nine men played in both matches. These were: J. Arthur, P. M. Walters, J. Forrest, N. C. Bailey, R. T. Squire, T. Lindley, G. Brann, E. C. Bambridge, W. N. Cobbold.

These were the days of amateur elevens, most of the members belonging to the Corinthians or other well-known clubs. Mr. Bambridge is the present secretary of the Corinthians; Mr. Brann, famous also as a cricketer, is secretary of the Home Park Golf Club.

POLO AT CRYSTAL PALACE.

Polo is returning to the Crystal Palace after twenty-two years. In 1906 the proprietary club there ceased to exist. Its special feature was the provision of a stud of school ponies for hiring by members, which was much appreciated by overseas players and officers on leave. It is to be hoped that the new club will revive this convenience, and it would be good for the game were the old-established London clubs to do the same.

Colonel C. D. Miller, of Roehampton, is arranging for beginners a course of polo lectures free of charge, and arranging for them to be given at the Crystal Palace.

The Marathon races of to-day are over the precise distance covered by Pheidippes, and probably Olympic races in olden times were run from Marathon to Athens, but records merely refer to these as the "long" race.

Work-saving appliances and space-saving devices are legion. The kitchen is ultra modern and full of new and revolutionary ideas. Heating and the service of food will be automatic, and there will be no washing up, as plates and cups are of carton and must be destroyed after use. There is a flat roof garden under glass and the beds resemble bunks.

The colour schemes of the apartments are changeable at will by means of multi-coloured masked lamps. In the main living room, there is a radio receiver, and transmitter. There is also an electric typewriter, teletypes, automatic secretary, and an instrument conveying the idea of television.

A garage shelters an aero-car designed to run out and rise vertically into the air.

In the annexe of Olympia are twenty gardens of varying types and sizes.

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LONDON BY NIGHT.

PLIGHT OF DERELICTS OF ALL CLASSES.

CONCEALED TO THE LAST.

I know of no more terrible sight (writes Mr. F. A. Mackenzie in the "Daily News and Westminster Gazette") than the nightly gathering of homeless women to secure a bed at one of the cheap London common lodging-houses or shelter.

The wife of a great statesman went unannounced a few weeks ago to see them. Leaving her car in the main road, she walked quietly down the back street, shadowed by a private detective.

"I had no idea that such a thing could be," she said at last, in broken voice. Very few have!

Look at them! They are nearly all middle-aged or old, some very old. Their dress is varied enough, but monotonously shabby and worn. Some have very little clothing.

This woman, for instance, is trying to hide the fact that her entire raiment is a thin skirt and an old jacket, with nothing underneath, no stockings and a very much torn pair of boots.

Many of them are dirty, verminous, repulsive, most make some attempt to keep clean and tidy.

This old woman is a scavenger, and has little bundles tied around her. But she has come to exchange words with another, not to stay. She refuses to live in a house, and sleeps out every night that she can. She has her own favourite archway, too. Another old woman long shared the archway with her, but the winter cold killed her.

A University Woman.

There is another of quite a different type whom you will not see here to-night. Her low voice is even now, that of a cultured refined gentlewoman, and she is graduate of a great university. Recently a chance visitor—a woman on kindly purposes—heard her name, one well known in Yorkshire. She gazed at her and recognised her. "How you resemble my friend Mrs. ——" said the visitor. "You must be her sister."

The woman went rigid. "Don't tell my sister that you ever saw me," she said in a low tone, in which agony, panic, and pride mingled. "For God's sake don't tell her!" She disappeared that night—probably to some other slum quarter of London.

There are quite a number of these one-time gentlewomen who have hidden themselves in the saloons and common lodging-houses. In some cases they have fallen to the gutter because of drugs or violent temper. Drink is not often the reason in my experience. But more generally it is just misfortune, a dishonest solicitor, a bad investment, or the like.

When the Crash Came.

When trouble came and their little all went, they preferred to keep themselves to themselves. Old treasures, thought to be worth much, were brought out to be sacrificed, and were found to be worth nothing. The furnished room could not be kept on. There was nothing but the shelter.

Here is the woman whose husband earned much and spent much, died early, and left her nothing but debts. She was not able to stand the strain, so here she came.

If you who read this have sister or woman friend in London who is hiding her traces, and making mystery of her whereabouts, look if she may not be one of these.

Here are old women of the streets, too old for their hideous calling. They are the worst looking, and often the worst tempered of all. See this hard-faced madam. It takes some imagination to picture her as she was a few years ago. Some of these are the most difficult cases to handle.

Broken Marriages.

The majority, of course, have much more prosaic tales. Many are derelict wives. Their husbands have gone and left them and they are unable to obtain maintenance.

"It's one thing to get the order, another to handle the cash," as one disillusioned woman put it.

Some have found marriage a very disastrous experience. "Her friends tell me that five years ago she was one of the brightest and most cheerful girls in London," said an experienced worker, pointing out one of the most downcast and ill-featured of all. "Her husband was a brute. Her beat her, smashed her, ruined her health, and then left her."

Here is a woman, one of many, who has been obliged to separate from her husband because of long lack of employment. Their home was sold up, he has gone off in one direction, and she in another. She still dreams and talks of the days when she will have her own home again.

Pride.

Sometimes this dream comes true. Only last week good fortune struck an old woman who had been three years among the paupers, and she set up a room of her own again. She was so excited she

could hardly sit still for a moment before her departure. For the worst home is better than the best shelter.

There is a great difference between women and men derelicts. The men make a show of their poverty and use it as an asset. The women mostly try to conceal it, even from one another.

A woman will sell her very undeveloping for food and not by a whisper reveal the fact that she is near starvation.

She will keep away from her friends who would help her, talk quietly of resources that exist only in her imagination, and do anything to keep up appearance.

I know that there are some who greedily and unashamedly grasp all they can. But they are the exceptions. Pride is often enough the derelict woman's sole inheritance, that remains. When that goes, Heaven help her.

What do these women do for a living? An eminent organiser of philanthropy assured me recently that there was really little reason to trouble oneself about homeless women. "They can always get a job if they are willing to work—churing, domestic service or the like," said he.

That good man lives in West London. "I wish he would come here," said the head of one big East End shelter. "We would teach him better."

After a woman has passed middle age she finds the utmost difficulty in getting anything but casual tasks even, as the humblest servant, save in very poor homes.

Some sell matches, some clean steps, some earn their week-end by lighting fires and doing simple services for Orthodox Jews on their Sabbath. Some are dish washers in coffee houses, some

SIR HARRY POLAND.

DEATH OF FATHER OF THE BAR.

TREASURY "SLEUTH-HOUND."

Sir Harry Poland, whose death is announced, was known as "the sleuth-hound of the Treasury." He looked the part—at least when I saw him many years before the end of his long life. He was of middle height. The frame was slight; the face was thin and narrow, and the thinness and narrowness were brought into relief by a lean, protuberant, beaky nose; the eyes were cold, vigilant, but rather colourless; altogether there was the sleuth-hound suggestion in both face and figure. His movements were alert and rapid, as though of a man who was pursuing his prey.

The expression always seemed preternaturally cold and impassive.

He was born in London in 1829, and educated at St. Paul's School, now removed to Hammersmith. Apparently he came from a comfortable family; for though he was reticent about his early years, he did now and then show some oil paintings which were heirlooms in his possession. His father was Mr. Peter Poland, a London merchant. He entered for the Bar in 1848—the year in which I was born—three years afterwards he was called by the Inner Temple.

The case which decided young Poland's career and gave him his first success was that in which Sir John Dean Paul, a banker as eminent for his ostentatious piety as for his high financial position, was convicted of fraud. It was a complicated and a hard-fought case, for Paul had command of rare resources and many friends, and

Chaffers then made a statutory declaration in the Bow-street Police-court that Lady Travers Twiss was formerly known as Marie Gelas, that she had been an immoral woman, and had misconducted herself with Chaffers himself and others for money. Action was taken against Chaffers, and Poland acted as his counsel. Chaffers, in cross-examining the unfortunate woman, ripped up her past, and she was so unnerved that she fled from the box, refused to reappear in the box, and the case against Chaffers had to be abandoned. The unfortunate husband had to resign his high office, and I have seen it stated that he became a wanderer and a beggar in the East-end of London.

He was one of the counsel to obtain the verdict against two sets of murderers at sea—they were executed in Newgate—the "Lennie" mutineers and the pirates of the Flower Land. A case of more general interest is that of Henry Wainwright, the murderer of Harriet Lane. It will be remembered that Wainwright, who was a married man and had carried on intrigues with Harriet Lane, killed her in his shop in Whitechapel-road and buried her remains underneath the floor. I was present at his execution in Newgate.

The Penge Mystery.

Poland was also in the case of the Stauntons, two brothers, one of whom was married to a semi-imbecile woman with a little money. They all lived at Penge. The woman died, and it was charged

against the Stauntons and Alice Rhodes, who was the mistress of the married Staunton, whose wife's

death was under investigation, that

they had contributed to the

woman's death by semi-starving

and neglecting the unfor-

tunate creature. Sir Henry Hawkins was the judge, and Sir Edward Clarke, then a young lawyer growing into fame, was the chief counsel for the prisoners. The judge charged strongly against the prisoners, they were all convicted, and all sentenced by him to death. The sentences were not carried out, and Alice Rhodes was released very shortly afterwards.

Sir Henry Poland had a wealth of good stories and interesting reminiscences. About Vice-Chancellor Bacon he once said:

Ah! There is this story about him. A disappointed litigant threw an egg at Vice-Chancellor Malins and missed him. "There is some mistake here," said Malins. "That must have been intended for my brother Bacon."

Discussing the curious fact that sometimes the smallest degree of force will cause death while the greatest violence will not, Sir Harry remarked:

That is so. Quite right. I remember prosecuting for murder, at the Glamorganshire Assizes, a man who had simply pushed an assailant away with his finger, but thereby had broken a membrane under the eye and caused meningitis and death. He was not convicted. The jury stopped the case, and he was acquitted. In another case I was in a man took an axe and cut the top of his wife's head clean off and she appeared to give evidence against him—with a silver top to her head.

A Confirmed Bachelor.

Poland gave up practice at the Bar after forty-four years' activity. He was Recorder of Dover from 1874 to 1901, and received the honorary freedom of that town. For some years he was an alderman of the London County Council. For the rest of his days he was to be seen at the quiet seaside resorts where retired men find health and solace. He was active, however, and was a frequent correspondent to the newspapers on subjects which excited his interest; his memory, especially for detail, remained marvellous to the end. He never married; it is worth while recording his judgment on the comparative merits of celibacy and marriage: "I have worked hard and lived plainly. Carefulness has prevented me from knowing the pinch of want, and—thank heaven—I am a confirmed bachelor... If I had married I might have been bothered by children, and perhaps even disgraced by them. As far as I can see, married life is so much worry. I am sure if I had married I should have been dead long since."

Such was Sir Harry Poland—a dry, sharp, with perfect faith in the law, no sympathy with crime or criminals; ready to be an almost automatic, ruthless, but fair agent in driving the machinery that brings men and women to the gall or the scaffold; haunted by no ghosts of regrets or of self-doubt; in short, the "sleuth-hound of the Treasury." T.P. O'Connor in "Daily Telegraph."

The Case of Mr. Chaffers.

There was also the case of Alexander Chaffers. This ruffian had been acquainted with the wife of Sir Travers Twiss, then the Advocate-General, and had acted as her lawyer. When the lady had married this high official, and an apparently assured social position—Chaffers began writing blackmailing letters demanding money. In 1868 she was presented at Court; Chaffers wrote to the Lord Chancellor to denounce her as an immoral woman; the Lord Chancellor refused to accept the document, voted against the resolution,

MARRIAGE SCHOOL.

DIANA BOURBON SPEAKS HER MIND.

AMERICA ALARMED.

the amateur clothes that turned out unsuccessfully.

There is a sort of training course that might benefit married happiness. But it does not date from the end of a successful conquest of mathematics or English, as the proposed College of Matrimony would have us believe. Its roots go much further back to a time when the excellent husband and super wife had no manner of idea what their mother and father were about in the training of them. It is ante-nursery in origin.

Much of the unhappiness that does exist in marriage is due to faulty training in infancy. Parents never visualise their children as potential future husbands, seldom, until rather too late, as potential future wives. If they did they might make at least as much effort to fit them for that difficult calling as they do to make them semi-agreeable dependants to have about the house.

The Task.

If the mother brought up her son to be just the kind of husband to some other woman that she would have liked his father—however much she may have loved him just as he was—to be to her, I feel sure the father could contribute equally valuably to the future happiness of his little daughter's husband.

As a woman, I cannot say quite what makes the best wife; but I do know that you cannot harder a man or woman in good habits in any number of three-hour lectures—no matter how beautifully they may write about unselfishness afterwards. But you can teach them to a baby before ever it has learned that there is any difficulty about learning anything.

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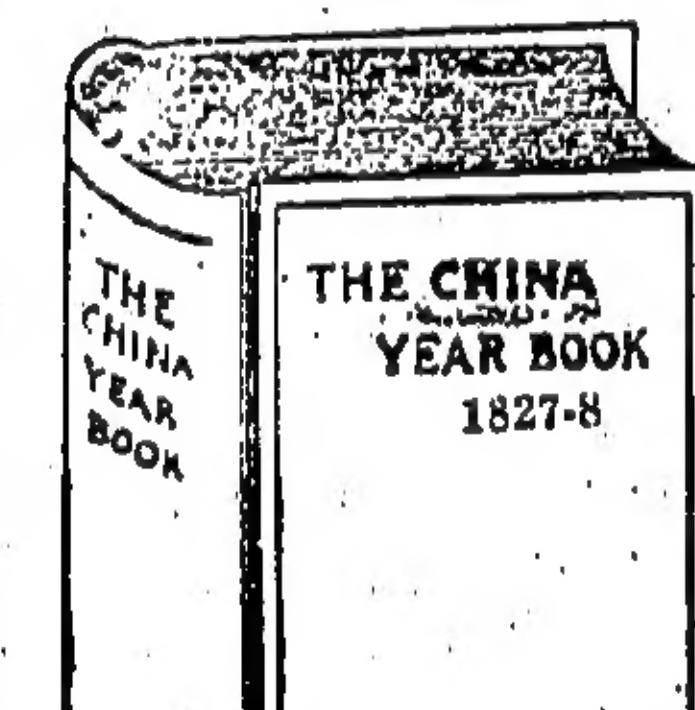
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For a full report of the special Conference on the Chinese Customs Tariff.

Consult



A new portrait of Vice-President Charles Dowes with the artist, C. Arnold Slade, of Massachusetts, standing beside it. The portrait has just been finished and presented to the Vice-President.

The Curricula.

And whereas the curricula of this strange course—and still more the teachers of it (for who is going to have the courage to accept an appointment to the Chair of Happy Marriage at any university?)—present certain obvious difficulties, the examiners are already appointed by nature. They are the future in-laws of the candidates!

Picture the plight of some latter-day Romeo trying to break to his father the news that the Juliet of his heart is only a pass and not an honours graduate. I foresee almost the professional in-law in fact, to meet this professional problem. The happily married are mostly without theories, and the unmarried without practical experience; but neither accusation could ever be levelled against an in-law! A college staffed entirely by them would have only one problem left to grapple with—how much they intended to teach.

In fact, the main trouble will be quite a different one—the futility of any amount of mere knowledge in the unequal contest with love. No matter how Phyllis' heart may sink when, in answer to question 18.B of the test formula for prospective husband, Cuthbert confesses that he detests dogs, but has a sneaking fondness for tabby cats; no matter how much Phyllis' report from Professor Crabapple, who takes the maternity lectures, may upset Cuthbert's mamma—if Cupid has done his work properly in the law, no sympathy with crime or criminals; ready to be an almost automatic, ruthless, but fair agent in driving the machinery that brings men and women to the gall or the scaffold; haunted by no ghosts of regrets or of self-doubts; in short, the "sleuth-hound of the Treasury."

I foresee that even a couple of students who "passed with distinction" might find all their valuable precepts, their painfully acquired second-hand experience, flying out of the window within five seconds of the start of their first real quarrel.

Yet matrimony is left too much to chance. It is true that love wears thin and waxes inefficient, especially when bathroom towels are dirtied too persistently, by careless handwashers in trousers.

out in the solitude of the home all

NEW NOSES FOR OLD

VICTORIANS AND THE NYMPHS.

The last of 2,000 of famous statuary casts, which were banished to oblivion during the war-time occupation of the Crystal Palace, was replaced on exhibition recently.

Now that it is once more complete, this exhibition might be classified a little better. For instance, some famous Victorians are in rather unseemly surroundings.

In a room supposed to be sacred to Greek statuary, Queen Victoria is to be found turning for sympathy to Cleopatra. Mr. Gladstone beholds the bare backs of a dozen beautiful women, and Disraeli is almost lost among four Venuses, a couple of Eves, Lady Godiva, and some nymphs ready to enter invisible baths.

Mr. Joseph Cheek, superintendent-nurse and surgeon of all the statues, busts, and models in the Palace, admitted that the classification might be improved. He has had a big job during the last seven years getting all the statues out into the light of day and repairing them.

"I have put together beauties that have been broken into bits, to say nothing of providing new noses for old Venuses by the score, and making ears and feet and arms and legs for all sorts and conditions of nymphs, ancient heroes and Victorian statesmen," he told a Press representative.

"The most difficult task, is to make fingers to match, and to fit on naturally. But I've made so many hundreds now that I can just look at a broken statue and go straight away and make the fingers correctly."

The directory is invaluable to everyone interested in overseas commerce, and a copy will be sent by parcel post for £2, net cash with order.

THE L

UNEMPLOYMENT.

SENATE APPROVES
INQUIRY.

SHARP DEBATE.

Washington, March 5.
The Senate to-day adopted a resolution, submitted by Senator Wagner, requesting the Secretary of Labour to investigate the extent of unemployment in the United States, after a sharp debate, during which presidential policies were aired.

British Labour Proposal.

London, March 7.
Sponsored by Mr. R. C. Wallhead and nine other Labour members, a Bill was introduced to-day in the House of Commons which is designed to prevent unemployment.

The measure proposes the appointment of a National Board, consisting of eleven members of the Cabinet and departmental heads, to make advances from a fund of £10,000,000 yearly, which is to be expended in Britain or the Empire to promote developmental employment, including land cultivation, mining and road construction.

No Dole in Australia.

Canberra, March 7.
The Ministry does not propose to make any grants or doles towards relief of unemployment," said the Prime Minister (Mr. Bruce) in reply to a question asked in the House of Representatives to-day by Mr. Makin (Lab., S.A.).

"The matter," added Mr. Bruce, "has been discussed very fully by this House in the last few weeks and the Ministry made it clear that the solution of the problem is not in the direction of grants or doles, but by trying to bring about a better economic position."

THE FILM "DAWN."

CHAPLAIN'S PROTEST AGAINST EXHIBITION.

London, March 5.
The Rev. Cahan, who was British chaplain in Brussels during the war, and was the last Englishman to see Nurse Cavell alive, has made a statement strongly opposing the public exhibition of the film "Dawn."

"It would be most undesirable, inasmuch as it would re-awaken war memories, even if it were accurate, and apparently it is not," he said. "Nurse Cavell did not saint and no soldier refused to fire. She was not shot by an officer. The execution was carried out in the usual way, none of the firing knowing which rifles were loaded with blanks and which with real cartridges."

"I regard the hour which I spent with Nurse Cavell on the night before her execution as the most sacred in my life and the subject, emphatically, is not one that should be reproduced on the films. Nurse Cavell was a brave and noble woman, who deemed it her duty to do as she did; but she was perfectly aware that she was acting contrary to the laws of war, and war running the gravest risks."

Promoter Defies Censors.

London, March 5.
The promoter of the film, "Dawn" (Mr. Wilcox), announces that, despite the censors' ban, the film will be shown in cinema theatres all over Britain. Committees appointed by three large cities will inspect the film in order to ascertain its fitness for public exhibition.

DEADLY WEAPONS.

AUSTRALIAN EMBARGO.

Canberra, March 7.
The refusal of the authorities to allow certain dangerous weapons to come into the Commonwealth was mentioned by the Minister for Markets (Mr. Paterson) on behalf of the Minister for Trade and Customs (Mr. Pratten) in reply to a question asked in the House of Representatives to-day by Mr. West (Lab., N.S.W.)

The Minister said that two weapons that were recently refused admittance and sent back to the country of origin were a pocket knife attached to a barrel and constructed to throw chloroform and temporarily disable the person aimed at, and a powerful air pistol which threw leaden slugs. These, the New South Wales police considered, were very dangerous weapons.

ALLEGED SWINDLE.

HONOLULU CASE: 11 PERSONS IMPLICATED.

Honolulu, March 5.
Eleven persons, including three women, have been indicted by a Territorial Grand Jury on charges linking them with a conspiracy to swindle Thomas Needham, an English citizen of 140,000 dollars (\$23,000) in a fake race track betting game.

TERRIBLE TRAGEDY.

MOTHER MURDERED ON DAUGHTER'S WEDDING DAY.

UNCLE'S OPPOSITION.

Auckland, March 7.
Tragedy crossed the path of a bride at New Lynn, 10 miles from Auckland, to-day, when her widowed mother was done to death and her uncle, was arrested on a charge of murder within two or three hours of the time fixed for the wedding. The news was received by the bridal party while on the way to the ceremony.

The dead woman was Mrs. Ernestine Mary Norgrove (38). She was found dead in her bedroom with her head and face terribly battered, the blows apparently having been inflicted with a flat iron. Her brother-in-law, Alan George Norgrove (27) later gave himself up to the police.

The deceased's 18-year-old daughter, Mavis, was to have been married in the afternoon to Robert George Firth. Mavis collapsed when informed of the tragedy, and was taken to a neighbour's house. It is stated that he accused was opposed to his niece's marriage and was unwilling that deceased should attend the ceremony.

BRITISH FINANCE.

ROAD FUND "RAID": A PROTEST.

London, March 6.
In the House of Lords to-day Earl Beauchamp moved a resolution protesting against Mr. Winston Churchill raiding the road fund to the extent of £26,400,000 in two years, resulting in the postponement or cancellation of road improvements throughout the countryside. The motor vehicles licensed in Britain number 1,729,000, equal to one in every 26 people, compared with one in six in the United States and 1 in 11 in Canada. Mr. Churchill's raid had dumped municipal road schemes and had checked the expenditure of at least £13,000,000 in wages alone for road work.

The first Commissioner of Works (Viscount Peel) in reply, objected to the term "raid," which suggested something iniquitous. A pledge could never be given that the proceeds of a particular tax would be permanently devoted to a particular purpose. Without the road fund money, Mr. Churchill would have been forced in 1926 to increase the income tax by threepence, just when trade was staggeering from the results of the general strike. That would have been more damaging from the viewpoint of the unemployed than the course adopted. Road improvements had not been stopped. On the contrary the expenditure there was increasing at the rate of over £1,000,000 yearly. Britain's roads were probably the best in the world.

Earl Beauchamp withdrew the resolution.

BUS-TOP FRIENDS.

TRAVELLING IN NIGERIA ROAD RAIL.

London, March 10.
The problem of road versus rail transport is acute in England, but equally so in Nigeria, where the motor bus and motor lorry are popular among the natives," stated the House of Commons delegation to Nigeria when reporting to the Empire Parliamentary Association.

The railways are English-owned, but the lorries are African-owned and driven, and also, judging by appearances, African mended. Many such lorries are successfully competing with the railways. The delegation patronised a bus in a remote village on the plateau. The other passengers included a pagan lady, attired in a small fan of leaves, who was bringing home her shopping. A less fully dressed pagan gentleman returning from the hunt politely arranged his poisoned arrows and spears to avoid inconveniencing his fellow passengers.

SPEED RECORD.

CAPT. CAMPBELL STILL UNSATISFIED.

London, March 10.
Captain Malcolm Campbell, the British motorist, on his return from America, where he broke the world's motoring speed record, gave the opinion that his speed record of 208 miles an hour could be beaten easily, under favourable conditions.

He added that he was considering attempting to beat it in England.

The Mayor of Southampton, who welcomed him, said: "I think you have done quite enough."

NAVY GRANT.

BIG UNEXPENDED BALANCE.

BUDGET WINDFALL.

Auckland, March 7.
The Chancellor of the Exchequer (Mr. Winston Churchill), gets a budget windfall of £957,000 in the shape of the unexpended balance of last year's navy grant, of which the Singapore base absorbed £75,000 less than had been provided. The total outlay on the base to date has been £9,340,000 out of a total estimate of £9,415,000.

The Auditor-General, in his report, draws attention to an arrangement to keep the armaments plants in commission, during the slump in Admiralty orders, by the addition of normal prices, covering the dead charges on plant not fully utilised. The estimated amount of these additions, £90,000 per year, will be reducible according to additional Admiralty orders, or private work.

The report incidentally reveals that the Admiralty, during the coal strike, released to private firms huge quantities of oil fuel, which had been replaced, plus interest, of 1 per cent. in kind.

TROUSERS AT LAST.

LATEST FEMININE FASHION ANNOUNCED.

London, March 10.
The long threatened trouser dress has arrived, says the "Weekly Dispatch."

The Spring shows exhibit many models for morning and evening wear. One of the most striking of the latter is a flowing skirt, which, when the wearer moves, suddenly opens from waist to hem, revealing full trousers of silver tissue. Other models are like sheaths, the short breeches ending in transparent draperies of uneven length to the knee, or buckled knee-breeches, over which are short skirts, slit in front. Some models are without skirts, the trousers reaching to the ankles. The materials used include lame and chiffon, and the colours include grey and biscuit. Smocking, tucks, frills and lace are freely introduced.

TURKISH FINANCE.

FORMER SULTANS' STORE-HOUSE OF JEWELS.

London, March 9.
The Constantinople correspondent of "The Times" states that the Turkish Government is credited with the intention of founding a national bank. It is announced that foreign experts valued the treasures and jewels belonging to 30 former Sultans of the House of Osman with a view to their employment as a guarantee against foreign money advances.

The Imperial treasury is stated to be worth £10,000,000. The jewelled peacock throne of Shah Ismail of Persia is worth £2,000,000 alone. One of the chief aims of the bank is the stabilisation of the Turkish currency.

CANADIAN TRADE.

SUPPORT FOR NEW TREATY.

Vancouver, March 9.
Sharp criticism of the policy of the Conservative members for Vancouver in the Canadian House of Commons with regard to the Australian trade treaty was voiced by Mr. J. A. Campbell at a meeting of the Progressive Liberal Association to-day. He said the agreement had reacted more to the benefit of British Columbia than to other provinces and it would have been far more to the credit of Brigadier-General J. A. Clarke and those associated with him to have assisted the passage of a modified Bill than to oppose it.

AFGHANISTAN.

PROPOSED FAR-REACHING REFORMS.

Calcutta, March 7.
Far-reaching reforms in Afghanistan will begin in the Afghan New Year on March 21. They include the establishment of the French metric system to replace the ancient system, and the inauguration of a college on French lines and staffed with French professors.

MUSSOLINI AGAIN.

GERMAN FILM BARRED BY THE DUCE.

Berlin, March 5.
Signor Mussolini has prohibited throughout Italy the exhibition of the German film "Metropolis," a mammoth display of mechanics purporting to forecast how the machine era will destroy mankind's happiness.

He added that he was considering attempting to beat it in England.

The Mayor of Southampton, who welcomed him, said: "I think you have done quite enough."

AMUSING COMEDY.

COUNT-OUT IN THE HOUSE OF COMMONS.

THIN ATTENDANCE.

London, March 6.
As the result of an amusing comedy the House of Commons was counted out at 6 o'clock to-day.

Major Sir Bertram Falls (Con.), in taking his first opportunity in 19 years of submitting a private member's motion, moved complaining of the treatment of naval men.

The attendance was very thin, and the Labour members several times drew attention to this, but a quorum of 40 members was always found. Later a Conservative member drew attention to the fact that the attendance bells had been rung and only 36 were present.

The Labour members were absent deliberately, as they imagined that the count out would only entail an adjournment until the evening, when Mr. O. Mosley intended to move a resolution with the object of recommending the Labour finance policy.

The Labourites were surprised and the Ministerialists chuckled when it was learned that the count out entailed an adjournment until the next day.

WORLD PEACE.

EX-SOLDIERS MAKE A MOVE.

AGREE TO CO-OPERATE.

London, March 7.
Two of the chief German organisations of ex-service men, representing 4,000,000 old soldiers,

have agreed to co-operate with the British Legion and ex-service men's organisations in France, Poland, Italy, Rumania, Yugoslavia, Belgium, Portugal and Czechoslovakia in arranging a world congress to discuss means of ensuring world peace.

BRITONS & CANADA.

A SETTLEMENT SCHEME BEING CONSIDERED.

Ottawa, March 9.
An immigration policy adding 2,000,000 British to the prairie provinces within the next ten years was advocated in Parliament to-day by General A. D. McRae (Conservative). His proposals contemplate the settlement of 50,000,000 acres by 300,000 farmers. These, with their families and the consequent development, would add 2,000,000. He suggested that the Government furnish a free homestead of 160 acres and advance £100 to each settler to get started; that no payment be demanded for the first five years; and that when thirty years be granted in which to repay the indebtedness. The total cost to the country—£60,000,000—to be raised by the insurance of land bonds. He suggested that all the partners to British migration guarantee the bond interest on an equitable basis for 20 years. He advocated that the British Government should inaugurate preliminary training at home, thus eliminating misfits, and also the transfer of part of the dole system funds as bonuses to induce farmers to train prospective migrants. He declared: "I want to see undesirable races absolutely barred, let the price be what it may."

The company charged Williams with extravagance, and its only defence seemed to be that he refused to obey the orders of a committee that had been established to run the company.

The hearing was adjourned.

MR. AMERY'S TOUR.

FILM BANNED AT WESTMINSTER.

London, March 9.
A deep impression was caused by the British Army of Occupation's obedience to the official order for the observing of one minute's silence throughout the duration of the tour of the Dominions made by the Secretary of State for the Dominions (Mr. Amery). The ground of refusal was that it would establish a precedent if a member of the House of Commons was allowed to show a travel film to fellow members.

ROYALTY AND CASH.

GERMAN PRINCE'S ESTATES SOLD.

Berlin, March 4.
The Marquess of Lincolnshire, Lord Great Chamberlain of England, has refused permission to exhibit within the palace at Westminster a film depicting incidents of the tour of the Dominions made by the Secretary of State for the Dominions (Mr. Amery). The ground of refusal was that it would establish a precedent if a member of the House of Commons was allowed to show a travel film to fellow members.

FATE OF BIRTLES.

SOME ANXIETY IN LONDON.

Berlin, March 5.
Some anxiety is felt in London for the safety of Mr. Francis Birtles, the motorist, who is on his way to Australia. There has been little news since he left Calcutta on January 16, and it is feared he has met with difficulties in the jungle. If nothing is heard from Calcutta within a week it is proposed to ask Australia to organise a search.

"DOWN UNDER."

AUSTRALIA'S BIG RESOURCES.

IMPERIAL COMMISSION.

London, March 7.

In the House of Commons to-day the Secretary of State for the Dominions (Mr. L. S. Amery), told a questioner that he hoped it would be shortly possible to announce the terms or reference and the personnel of the Commission of inquiry into the development of Australia's resources.

FILM STARS.

SIDELIGHTS ON COMPANY'S COSTS.

London, March 5.

Financial secrets in connection with Britain's attempt to compete with Hollywood were revealed in a claim for damages brought by J. D. Williams, who was formerly in the film business in Australia, against British National Pictures for alleged wrongs.

Sir Patrick Hastings, who appeared for Williams, said that his client was an American, and was one of the founders of the First National Company. He was engaged as managing director of the defendant Company for 10 years at a salary of £5,000 per annum, and set about establishing a big and prosperous business rival to America. It was an expensive task because in the film business stars demanded exorbitant salaries, and the best suite of rooms in the best hotels, not only for themselves, but for their mothers, who generally accompanied them.

The company charged Williams with extravagance, and its only defence seemed to be that he refused to obey the orders of a committee that had been established to run the company.

The hearing was adjourned.

AUSTRALIA'S FLYING PURCHASE OF UP-TO-DATE MACHINE.

FOR COMMERCIAL WORK.

Adelaide, March 8.

The most up-to-date commercial aeroplane in the Commonwealth arrived in Adelaide today, piloted from Melbourne by Capt. H. C. Miller, the well-known aviator of this State. The new machine is an eight-passenger DH61, and was manufactured by the De Havilland Aircraft Company, Ltd., to the order of a company which has been formed by Mr. MacRobertson, of Melbourne, and Capt. Miller. The motive power is furnished by a 450 h.p. Bristol-Jupiter engine, having a speed of 126 miles an hour and a cruising radius of between 400 and 500 miles. A luggage compartment is provided in the front for 600 lb. of freight.

It is understood that the machine will be used for a general commercial work, and services will be run between Adelaide and the various country towns.

WATER SUPPLY.

Level and Storage of water in Reservoirs on April 1, 1928.

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HUNG CHEONG—(Kowloon).

"PURE POISON."**LIBERAL VERDICT ON
SOCIALISM.****CAPT. GUEST'S LETTER.**

Captain Fred Guest, Liberal M.P. for North Bristol, who was abroad when the recent by-election in West Bristol took place, has replied to letters which he has received from his constituents since his return. He says:

"I have never had any thought of breaking the pledges which I made, and which they approved at the last election, and whether or not they choose me as their candidate at the next election, I will be no party to any action which might result in the return of a Socialist member and possibly the formation of a Socialist Government."

Captain Guest proceeds to state at some length what he believes to be the facts in the situation from the Liberal point of view. He says: "The question to be answered is not what the Liberals will do when they are a Government, but what they will do when one of the other parties is a Government. In other words, which does a Liberal prefer, a Socialist or a Conservative Government?"

"It is no use deceiving ourselves into thinking that an alliance with the Socialists for the purpose of carrying out Liberal programme is possible. No doubt Mr. Snowden and Mr. Thomas would be quite willing to make such an alliance, but they cannot deliver the goods. The bulk of the Socialist party are committed to a programme—the nationalisation of industry, the surtax, etc. There is neither peace, retrenchment, nor reform in the class war.

"These are the broad reasons why, if I cannot hope for a Liberal Government, I prefer a Conservative Government. Those who refuse to face these facts may pretend that my attitude is cowardly, but they could only make good such a charge if the policy of the Conservative Government gravely imperilled Liberal principles.

What is Threatened?

"I have, therefore, studied the literature and speeches of the West Bristol campaign, in order to find out where the danger lies.

"Is Free Trade threatened because the Conservatives are applying the Safeguarding Act passed by Mr. Lloyd George or the duties invented by Mr. McKenna? On the contrary, they are solemnly pledged not to introduce Protection, either generally or by stages.

"Is the Parliament Act threatened because the Government put forward proposals for the reform of the Lords? On the contrary, those proposals were killed by the Conservative party itself.

"Is peace threatened? On the contrary, the Conservative negotiated the Locarno treaties and refused to begin a competition in naval construction. Is reform threatened? What about the phenomenal progress of housing and the Widows Pensions Act?

"Is retrenchment threatened? Yes, indeed, not by the Conservative Government, but by those who added £59,500,000 to the national expenditure through the General Strike act. It does not, therefore, surprise me when I find that the subject in which the electors of West Bristol are reported to have taken the keenest interest is the revision of the Frayre Book.

"For Liberals who face the facts must realise that then, though the Conservative programme may not wholly agree with them, the Socialist programme is pure poison, not only to Liberalism, but to the nation. I have learned too thoroughly from Mr. Lloyd George himself the lesson of 'Country before Party' to forget it now, or to ask my Liberal friends in Bristol to forget it."

DO YOU POISON YOURSELF?

Thousands of people are poisoning their systems by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood. The immediate effects are depression, loss of appetite, and ill-temper. Few people can avoid constipation and torpid liver without the occasional aid of an opening medicine.

Fortunately, there are Pinkettes, the dainty laxatives, which are most efficient for cleansing the digestive tract and reviving the liver.

Take Pinkettes to-night.

You'll feel better in the morning.

Of chemists everywhere, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

VANISHED PEARLS.**A £50,000 PEARL
NECKLACE.****DISAPPEARS IN POST.**

A pearl necklace valued at £50,000 has vanished in transit between Paris and London. So far those concerned are unable to suggest whether it has been stolen or lost, says a Home paper to hand.

The necklace consisted of fifty-seven cream rosy pearls, weighing 669.28 grains, with a three-stone diamond snap. The pearls were of very fine quality and beautifully graduated. Messrs. Tyler and Co., of 46, Holborn-vinduct, and 18, Rue Chauveau Lagarde, Paris, underwriters, are offering £5,000 reward for the recovery of the necklace.

A representative of "The Daily Telegraph" was informed that the necklace was sent by a West-end firm to Paris for sale, and the Paris firm, failing to find a purchaser, despatched it to London by registered post, writing to the London firm that it had been sent. It was packed in cotton-wool in a wooden box measuring about 6in by 2in, wrapped in grey paper, tied with string, and sealed in three places.

Although it did not reach the West-end house, no immediate action was taken; parcels of this description being often delayed through diversion from the General Post Office to Mount Pleasant for Customs inspection. When, however, the consignees received no notice to attend at Mount Pleasant inquiries were set on foot and the loss was realised.

Investigations were made by the Post Office without result, and the police were communicated with. So far nothing has resulted from inquiries, and the loss remains a mystery. Hundreds of registered packets come over, and the loss of one is a difficult matter to trace.

The disappearance of this valuable necklace recalls a similar loss about fifteen years ago of a pearl necklace consigned from Paris to Mr. Mayer, of Hatton-garden. If the necklace has been stolen, as was Mr. Mayer's, it is regarded as a very clever coup by experts. Hopes are entertained, however, that it has merely been mislaid.

TRAFFIC IN WOMEN.**PROVISIONS OF PARMOOR'S
BILL.**

Provisions for the suppression of traffic in women are included in Lord Parmoor's Traffic in Women Bill. The principal object of the bill, states the memorandum is to supersede existing provisions relating to procreation and to living on the immoral earnings of a woman. The bill also deals with the question of employment abroad.

The obtaining of women by conspiracy, fraud, or intimidation, is made punishable with penal servitude for seven years, and in its worst forms for ten years. The penalty of flogging is abolished.

The habitual use of premises for certain purposes is made punishable on conviction on indictment with imprisonment, with or without hard labour, for two years, or on summary conviction with imprisonment, with or without hard labour, for one year, or a fine not exceeding £500, or both.

Trading on immorality is made punishable on conviction on indictment with penal servitude for five years, or on summary conviction to a year's imprisonment, and a fine not exceeding £500, or both. The offence can be committed by women as well as men.

"At present," he added, "a black cloud hangs over the village. The police have already had notices exhibited asking for assistance from the inhabitants of Sunnybrow, and we again ask that any person knowing anything that may be of assistance to the police should come forward."

"I should like to make it clear that we are dependent on the public at this critical time for any assistance of value. Apart from the evidence which may be obtained from the public, nothing can be traced unless they come forward."

The inquest was adjourned.

£50,000 LOSS.**GERMAN NAVY AND
BACON.**

It would almost appear as if the Naval Section of the War Ministry had aspired to the functions of universal provider, writes the Berlin Correspondent of the "Daily Telegraph."

Before the discussion over its adventures in the sphere of films has perceptibly diminished, the "Berliner Tageblatt" discovers that it had also entered the field as purveyor of bacon to England.

The paper mentioned states that "the Berliner Bacon Company" which hoped to make large profits out of British national breakfast habits, was founded—"of course, with the use of the great apparatus of men of straw" by the notorious Captain Lohmann, of the Naval Transport section of the

PUBLIC AND CRIME.**"INSATIABLE CRAZE" FOR
DETAILS.****CORONER'S PROTEST.**

A protest against what he termed an "insatiable craze" on the part of the public for details of crime was made by Mr. J. T. Proud, the Durham Coroner, holding an inquest at Sunnybrow on Nellie Jane Sewell, the six-year-old girl, whose body was found in a garden not far from her home at Sunnybrow.

After evidence of identification had been given by the father, the coroner, addressing the jury, said: "You are empanelled to inquire into another brutal murder, the third within a very short distance of this village within a fortnight. I think that in its circumstances it is probably more brutal than any of the others."

"In the first case (the Ferry-hill bank murder) there was robbery and plunder; in the second case it was one of a child not wanted; but here this child was wanted. She was the child of a happy household, and her sorrowing parents want her here to-day. When one looks for the motive which may have been behind this brutal murder, one shudders at the thought of what it might have been."

Black Spot.

"This is a black spot in the county of Durham, but I do not think we need take that to heart entirely, because it seems to me from reports in the public Press that there is a wave of crime passing over the country, and it is no worse here than it is in other parts. You cannot pick up a newspaper to-day unless you see black headings of crime and horrible murder."

"I suppose there never was in your memory, as there certainly never was in mine, such an insatiable craze for the details of crime, and I doubt if there has ever been before a better and more completely competent Press to deal with the facts and to lay them before the public. I am not quite sure if the publicity given to the sordid details of crime is not a breeding of crime itself."

"It is not within the memory of you gentlemen of the jury, but it is certainly, within my memory as a boy, that when public executions took place in England there was a horrible, sordid feeling evinced by some sections of the public in them. People would travel many miles and stand all night in order to see these exhibitions of butchery. But a more enlightened age said, 'This is wrong; this must not be,' and public executions were done away with. That was to the good."

"Now Wrong."

"In our own time great publicity was given to the immorality of people qualified for the divorce court, but then enlightened opinion came along and said, 'Now this is wrong. It probably breeds immorality and it must be stopped.'

"A further enlightened nation to-day says it is not good for the public that details of crimes and murders should be given to the extent they are to-day. I am inclined to think that the feelings of the public will compel legislators to step in and say, 'This is wrong also,' and I hope that will be so."

Superintendent Headen gave evidence on receiving information of the crime the police were quickly on the scene. At the spot where the child's body had been found all or any traces that might have been there had been obliterated by the search party. Diligent and exhaustive inquiries had since been continued by the police.

"At present," he added, "a black cloud hangs over the village. The police have already had notices exhibited asking for assistance from the inhabitants of Sunnybrow, and we again ask that any person knowing anything that may be of assistance to the police should come forward."

"I should like to make it clear that we are dependent on the public at this critical time for any assistance of value. Apart from the evidence which may be obtained from the public, nothing can be traced unless they come forward."

The inquest was adjourned.

War Ministry, who also entangled

that department so disastrously in the Phoebus Film Company. In the provision business the Ministry lost 1,000,000 marks, (250,000) in less than fifteen months.

The "Tageblatt" asks whether or not it is a fact that the Ministry of Agriculture has already allotted to the bacon company out of the Supplementary Estimates yet to be voted by the Reichstag a sum of between £15,000 and £20,000, and has thus helped to cover the losses incurred by the War Department in this unfortunate speculation.

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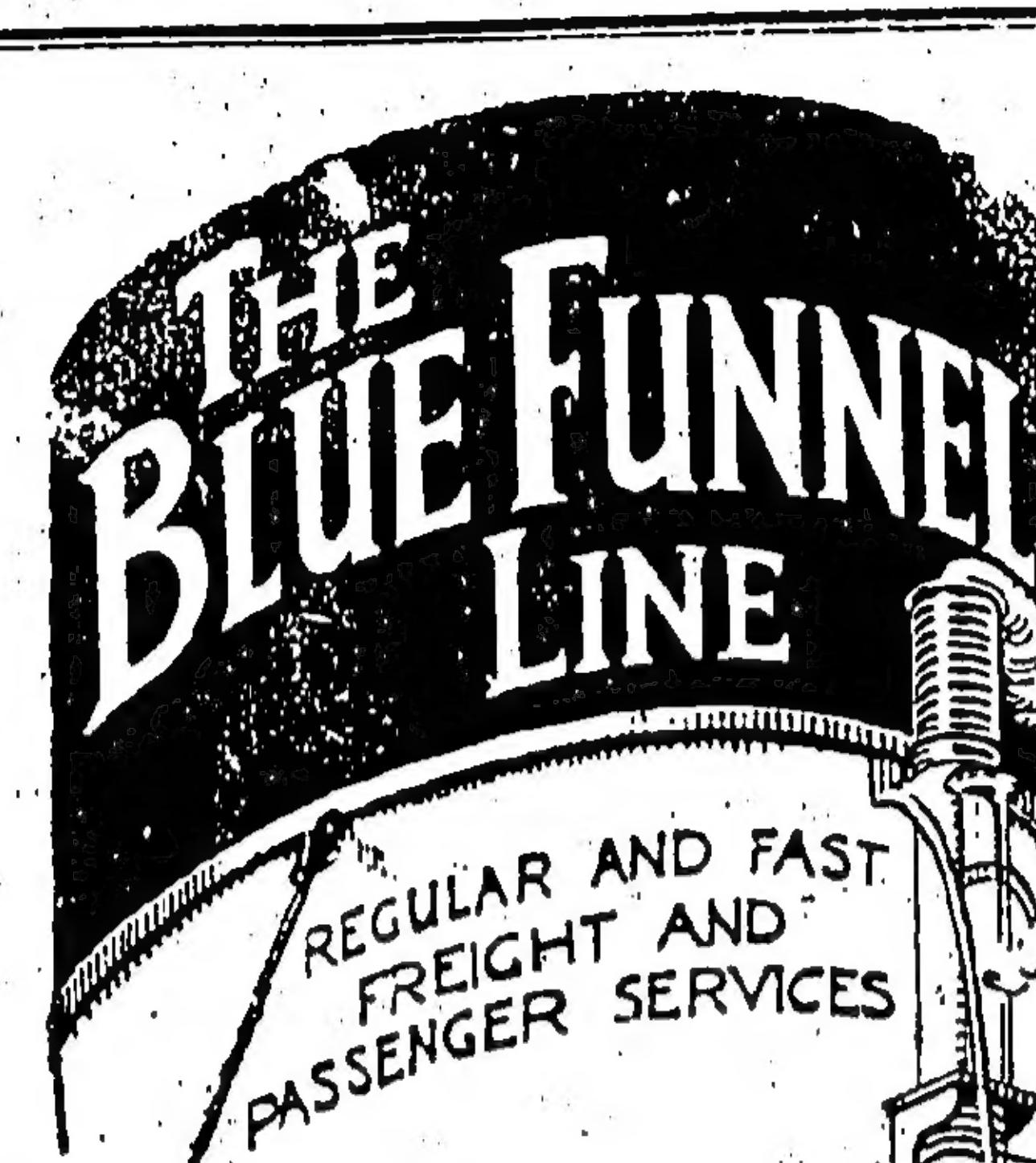
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China Mail

ESTABLISHED 1845

HONG KONG, SATURDAY, APRIL 14, 1928.



LONDON SERVICE.

"SARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow
"CALCHAS" 1st May Marseilles, London, Rotterdam & Hamburg
"PATROCLUS" 10th May Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"BELLEPHON" 20th Apr. Havre, Liverpool & Glasgow
"ORESTES" 20th May Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOBE A YOKOHAMA" 19th Apr. Victoria, Vancouver & Seattle
"PROTEUS" 19th Apr. Victoria, Vancouver & Seattle
"TALTHYBIUS" 10th May Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"STEAMER" 20th June Boston, New York & Baltimore

PASSENGER SERVICE.

"SARPEDON" 18th Apr. Singapore, Marseilles & London
"PATROCLUS" 10th May Singapore, Marseilles & London

OUTWARD SERVICE.

"LAOMEDON" 16th Apr. Shanghai, Kobe & Yokohama
"KNIGHT COMPANION" 22nd Apr. S'hai, Moji, Kobe & Yokohama
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Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabia & neighbouring places is entirely suspended until further notice.

INWARD MAIIS.

From	Per	SATURDAY, APRIL 14.	SUNDAY, APRIL 15.
Shanghai		Soo Chow	
		Chinkiang	Hakuan Maru
Shanghai		Hakuan Maru	President Jackson
Straits			Yalou
U.S.A., Canada, Japan and Shanghai			
Shanghai			
MONDAY, APRIL 16.		Empress of Canada	
-Manila			Ichang
Shanghai			
THURSDAY, APRIL 19.		Mishima Maru	
Australia and Manila			
FRIDAY, APRIL 20.		Suwa Maru	
Japan and Shanghai			
TUESDAY, APRIL 24.		Aki Maru	
Japan			

OUTWARD MAIIS.

For	Per	SATURDAY, APRIL 14.	SUNDAY, APRIL 15.
Amoy		Tjikarang	2.30 p.m.
Shanghai & Europe via Siberia		Sunning	2.30 p.m.
Amoy		Anhui	5 p.m.
Haiphong		Song Bo	5 p.m.
Shanghai & Europe via Siberia		Glenishiel	5 p.m.
Saigon		Prosper	5 p.m.
Bangkok		Halidor	5 p.m.
Iloilo		Ningpo	5 p.m.
SUNDAY, APRIL 15.		Kishu Maru	8.30 a.m.
Swatow, Amoy and Formosa		Kaying	9 a.m.
Bangkok via Swatow		Hakuan Maru	10.30 a.m.
Shanghai and Japan		Hydrangea	2.30 p.m.
Swatow		Soochow	4.30 p.m.
Amoy		Pres. Jackson	4.30 p.m.
Manila			
TUESDAY, APRIL 17.		Chin Hu	10.30 a.m.
Bangkok		Hai Hong	1 p.m.
Swatow, Amoy and Foochow			
Shanghai, Japan, "Canada, "U.S.A., "C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 7th May. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.			
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.—due Vancouver, B.C., 6th May and Europe via Siberia. Parcels 5 p.m. Registration (Apr. 18th) 9.15 a.m. Letter (Apr. 18th) 10 a.m.		Empress of Canada	
WEDNESDAY, APRIL 18.			

*Correspondence bearing vessel's name only.

GETS ACROSS!

"Bremen" Lands In Newfoundland.

AFTER AMUSING HOAX.

Wireless Message Received At To Actual Landing.

St. Johns, Newfoundland.

To-day. A wireless message received at Armour Point says that the "German" plane is at Greenly Island.

London, Yesterday. There was no news of the "Bremen" at 10.30 this morning.

The aeroplane was last sighted at sea at 3.30 yesterday afternoon.

Weather reports from the Atlantic are adverse. The s.s. "Majestic," one day out from Southampton, has sent a wireless message that a heavy head-wind has developed, quite strong enough to affect the fliers seriously.

The "Bremen" has no wireless and no life-saving appliances. Rations consist of eighteen beef sandwiches, six oranges, six bananas, chocolate and nine flasks of beef-tea, tea and coffee.—Reuter.

From Mouth To Mouth.

London, To-day. Countless rumours to the effect that the "Bremen" had landed from mouth to mouth throughout America and Europe, following the usual fantastic stories of the sighting and hearing of aeroplanes at dozens of different points; but exhaustive enquiries along the coasts of New England and Nova Scotia have proved fruitless.

A hoaxer actually telephoned to Berlin from New York describing the landing in New York, enormous crowds, bands playing and German and American anthems being sung, but New York wired at 10.15 in the evening, Greenwich time, that there was no news.—Reuter.

Sighted?

New York, To-day. The Canadian Press reports that the "Bremen" was sighted over Kingsport, Nova Scotia.

What a Captain Saw. An aeroplane flying high in a west-south-west direction was sighted at 10.30 this morning, local time, by the Captain of the Canadian Government steamer "Arras," who is convinced that it was the "Bremen."—Reuter.

The island of Newfoundland is on the north-east side of the Gulf of St. Lawrence and is separated from the North American Continent by the Straits of Belle Isle. Newfoundland is the oldest British colony. St. John's is the capital with a population of some 40,000.

DUTCH OIL.

PALEMBANG PETROLEUM TO BE EXPLOITED.

REQUEST TO PARLIAMENT.

The Hague, Yesterday.

The Government has submitted a Bill asking for Parliamentary authorisation for the conclusion of a contract with the Bataafsche Oil Company for the exploration and exploitation of petroleum in four fields in the Palembang Residency. One is in the South Borneo, and one in the East Borneo Residency, while two are in Atjeh.—Reuter.

TRAGIC EVENT.

TWO SOLDIERS KILLED: THREE INJURED.

RIFLE ACCIDENT.

Milan, Yesterday.

During a military inspection at the Carboelio Barracks a soldier was holding a rifle between his knees while adjusting his belt. The weapon discharged into a group of soldiers, killing two and injuring three.—Reuter.

SAXON LOCK OUT.

EMPLOYERS' DRASTIC ACTION.

250,000 "LOCKED OUT."

Berlin, Yesterday.

A quarter of a million metal workers in Saxony have been locked out owing to 20,000 striking miners who are refusing to settle the dispute.—Reuter.

OPIUM TRAFFIC.

The Straits And Open Smuggling.

ANIMATED DISCUSSION.

Journalists' Protest Rectified By Committee.

Geneva, To-day.

The refusal of the Secretariat to furnish the Press with the annual report of the traffic in opium and other dangerous drugs led journalists to protest at a meeting of the Opium Committee which, after discussion, rectified the complaint.

Certain discrepancies were noted in the German and Dutch returns.

Sir M. Delevigne supported M. Bourgeois in his suggestion of a uniform system of control of goods in transit.

It was decided to call the attention of the Spanish Government to the absence of information regarding their exports thereby precluding the possibility of comparison with quantities unsummed.

There was an animated discussion between the British and Chinese delegates on the subject of open smuggling especially in the Straits Settlements, the allegation being that large quantities of opium from China were seized there.

The subject will again be discussed when the Far East report comes up later.

Canada Approves.

Ottawa, Yesterday. The Commons have approved the Geneva Opium Convention Protocol.—Reuter.

COASTAL CHANGES.

MOVEMENTS IN SHIPS' PERSONNEL.

A RESIGNATION.

Mr. C. F. Cleaver, sup'y second officer, "Hsin Peking," has gone second officer, "Yingchow."

Mr. J. S. Smart, from reserve, has gone chief officer, "Changsha."

Mr. T. McCowat, chief officer, "Changshu," has resigned.

Captain J. K. Clark, of the "Shengking," is on reserve.

Captain W. Shaw, from Home leave, has gone master, "Shengking."

Mr. J. A. Duggan, from reserve, has gone third engineer officer, "Sunning."

Mr. T. A. Orde, third engineer officer, "Sunning," has gone third engineer officer, "Kwangtung."

Mr. J. W. E. Tonkin, third engineer officer, "Kwangtung," is on reserve.

Mr. A. W. Norris, second officer, "Kueichow," has gone second engineer officer, "Anking."

Mr. A. W. Black, second engineer officer, "Anking," has gone second engineer officer, "Kueichow."

Mr. L. W. Waterman, third engineer officer, "Chungking," has gone third engineer officer, "Shantung."

Mr. D. Watson, from reserve, has gone third engineer officer, "Woo-sung."

Mr. A. Lockerbie, third engineer officer, "Woosung," has gone sup'y third engineer officer, "Hsin Peking."

Mr. G. Symington, chief engineer officer, C.N. Co., is on Home leave.

Mr. G. W. Clark, second engineer officer, "Tungchow," has gone acting chief engineer officer, "Shansi."

Mr. K. Logan, chief engineer officer, "Wuchang," has gone acting second engineer officer, "Tungchow."

Mr. L. W. Waterman, third engineer officer, "Chungking," has gone sup'y second engineer officer, "Nanchang."

Mr. W. R. Woodman, second engineer officer, "Nanchang," has resigned.

Mr. J. McAulay, from reserve, has gone third engineer officer, "Chinhua."

Mr. G. J. Forster, third engineer officer, "Chinhua," is on reserve.

Captain H. Pellow, of the "Loongwo," has gone master, "Sui-wo."

Mr. O. V. Basham, chief officer, "Kungwo," is on reserve.

Mr. J. Rees, from reserve, has gone second officer, "Kungwo."

Mr. R. G. Gillespie, from reserve, has gone second officer, "Luuen."

Mr. J. McLeavy, second officer, "Luuen," is on Home leave.

Mr. C. Shepherd has been appointed sup'y second officer, "Kutwo."

Mr. A. J. Begley, from reserve, has gone chief engineer officer, "Leesang."

Mr. L. McWilliams, chief engineer officer, "Leesang," is on Home leave.

Mr. M. Hull, sup'y chf. engineer officer, "Slangwo," has gone chief engineer officer, same ship.</p